

The Hongkong Telegraph

WEATHER FORECAST
SHOWERS
Barometer 29.91

(ESTABLISHED 1881.)

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September 23 1915, Temperature 6 a.m. 80 2 p.m. 84
Humidity 89 70

September 23 1914, Temperature 6 a.m. 75 2 p.m. 84
Humidity 87 69

3028 日五十月八年卯乙

THURSDAY, SEPTEMBER 23, 1915.

四拜禮 號三十月九年英港香 SINGAPORE COPY 10327P.
\$36 PER ANNUM

TO-DAY'S LATEST WAR TELEGRAMS.

HOLLAND'S NEUTRALITY.

QUEEN WILHELMINA'S SPEECH FROM THE THRONE.

General Mobilisation Ordered in Bulgaria.

RUSSIANS TAKE 70,000 PRISONERS IN THREE WEEKS.

[Reuter's Service to The "Telegraph."]

BULGARIA.

GENERAL MOBILISATION ORDERED.

September 22, 3.40 p.m.:
Reuter learns that the Bulgarian Minister in London has received news that a general mobilisation has been ordered by the Bulgarian Government.

GENERAL GOURAUD CONVALESCENT.

(Havas Telegram.)

September 22.
General Gouraud, having recovered, has left for the South of France to recruit his health.

SEVENTY THOUSAND PRISONERS IN THREE WEEKS.

(Havas Telegram.)

September 22.
From the end of August we have taken in Eastern Russia more than 70,000 prisoners.

[In the event of telegrams arriving too late for insertion on this page they will be found on the Extra.]

EARLIER TELEGRAMS.

THE BUDGET.

UNPRECEDENTED PROPOSALS GENERALLY ACCEPTED.

September 21, 5.01 p.m.
In the House of Commons Mr. McKenna introduced the second War Budget of the financial year. He said "I must ask the House to sanction great and unprecedented burdens. I am confident that if the House assents the country will follow."
The figures of the financial year now revised, were:—Revenue £272,000,000; expenditure, £1,590,000,000; an increase over the estimate of £257,000,000. The dead weight of debt at the close of the financial year would be £2,200,000,000. We had to contemplate a navy costing £190,000,000 and an army costing £715,000,000, and external advances of £425,000,000.
He proposed to increase the income tax by 40 per cent, and the exemption limit would be reduced to £180. He proposed the arrangement of payment by instalments.
The assessment collection for employees of all description would be quarterly.

WAR TELEGRAMS

These charges would produce in the present year a revenue of £11,274,000 and for the full year £37,400,000. The super-tax would be increased upon incomes of £8,000 and upwards to three shillings and sixpence. This would produce £2150,000 this year.
The special tax on profits which was increased during the war would be introduced and extended to all trades and agencies. Fifty per cent. of the profits above those of last year would be taxed. This would yield £30,000,000 in the full year, but owing to various causes there would be only six millions this year.
The sugar duty which was increased by one half-penny per pound would produce £11,700,000 in the full year. The duties on tea, tobacco, coffee, and chicory would be increased by fifty per cent.

Beer and spirits were untouched, but the duty on motor spirit was increased by three pence per gallon and that on patent medicines was doubled.

Imported luxuries like motor-cars, films, clocks, watches and musical instruments would pay an ad valorem duty of thirty-three and one-third per cent. and the half-penny postage would be abolished, while the parcel post and press telegrams would be charged more.

The estimated revenue for the year would be £395,000,000 and the estimated revenue for 1916-17 would be £387,000,000. We trebled our debt and doubled our taxes if the war continued. These proposals would not be our last word. Our great resource was the willingness of the people to bear their share.

September 21, 7.45 p.m.
There will also be an increase of 50 per cent. on cocoa.

September 21, 9.35 p.m.
The tea duty has been adopted.

September 21, 9.35 p.m.
The debate on the budget showed a general acceptance of the proposals as a well thought out plan for the benefit of the nation at large.

September 21, 10.35 p.m.
All the budget resolutions were adopted.

COMMENT ON THE BUDGET.

September 21, 9.45 p.m.
Mr. McKenna's Budget had an excellent reception. All parties in the House of Commons seemed satisfied with the distribution of new taxation, and all showed equal readiness to bear cheerfully the particular burden affecting them and their constituents. The general opinion outside is that the new taxes are well spread over all classes. Mr. McKenna took two hours to reveal the secrets of the Budget, which is described as the most staggering and most huge in the world's history. The Radicals are naturally pleased with the increase of the super-tax, and the Unionists are delighted with the tax on imported luxuries. Thus, Mr. McKenna's words, he would satisfy neither the strict Free Trader nor the scientific Tariff Reformer, are almost satisfied, indeed Mr. McKenna is said to have achieved a Parliamentary financial triumph.
The McKenna Budget would not cripple our resources despite the fact that "There is no record of a nation voluntarily accepting burdens bearing so high a proportion on the total national income."

NINE AEROPLANE COMBATS.

September 21, 1.50 p.m.
Field Marshal Sir John French, in his bulletin, says that during the past two days the Germans have not ceased artillery activity. The British guns replied effectively. Our artillery yesterday established a part of the Forest Thontulst, causing a big explosion. There were nine air combats on Sunday. Two German aeroplanes were driven to the ground ablaze.

LORD OURZON AND NATIONAL SERVICE.

September 21, 2.15 p.m.
Lord Ourzon, in a letter to the Daily Chronicle, says he is still a supporter of national service, believers in which are daily growing in number and importance, but he appeals to the Press to discourage any attempt in certain quarters to manufacture discord where it does not exist and to imagine plots for which there is not a vestige of foundation.

NEW MUNITIONS APPOINTMENT.

September 21, 2.15 p.m.
Sir Hay Frederick Donaldson, K.C.B., has resigned the superintendency of the Woolwich Arsenal, and is taking up more important work at the Ministry of Munitions.
Mr. Vincent Litchfield Raven, formerly chief engineer of the North Eastern Railway Company, succeeds him.
[Sir H. F. Donaldson has been chief capt. of the Royal Ordnance Factories, Woolwich, since 1903. He was employed at Gos, India, on the Manchester Ship Canal, chief engineer of the London India Dock Committee, was deputy Director General of Ordnance Factories, and in 1899 was appointed Chief Mechanical Engineer of Ordnance Factories.]

WAR TELEGRAMS.

TURKISH CLERGY IN REVOLT.

September 21, 2.15 p.m.
The Daily Telegraph's correspondent at Rome reports that numerous messages from Constantinople indicate a regular revolt of the Turkish clergy against the Young Turks, Enver Pasha and the Germans. It is declared that a synod of religious leaders meeting at Saint Sophia excommunicated Enver Pasha and his companions. The rebellion of the clergy has enormously impressed the population and the army.

GERMAN SPIES PUNISHED.

September 21, 2.45 p.m.
The Press Bureau has announced that the trial has been concluded at the Old Bailey of a man and woman of German origin, who were charged with attempting to communicate abroad information regarding the fleet, with the intention of assisting the enemy. Both were found guilty. The man was sentenced to be shot and the woman—whom the Court regarded as being under the influence of the man—was sentenced to ten years' penal servitude.

ALLIES REPLY TO SUBMARINE WARFARE.

September 21, 2.45 p.m.
A statement made by Admiral Besson has been published in Paris to the effect that Germany in no wise is abandoning submarine warfare. Her great aim is to extend the radius of action. The operations of the Allies, the hunting down of the submarines and the neutral smugglers who are supplying them must be intensified. The service of numerous small vessels is required for this purpose. They are adequate in the English Channel and the Mediterranean, but our means seem to be deficient in the Bay of Biscay. Every small steamship in France should be chartered and armed.

FRENCH SUCCESS CLAIMED.

September 21, 5.45 p.m.
Reuter's correspondent at Paris reports that the bombardments are more violent than ever, especially the reciprocal bombardment in the region of Arras. The French batteries were most effective. There were bursts of fire at several points of the front. A communiqué makes another interesting announcement: We gained footings on the right bank of the Aisne-Marne Canal. The enemy, attempting a counter-attack, was compelled to fall back. The French made marked progress in the Vosges.
There has been grenade fighting, especially in the region of Hartmannswillerkopf.

GERMAN COMMUNIQUE.

INTERESTING ADMISSIONS.

September 21, 7.00 p.m.
Reuter's correspondent at Amsterdam states that a Berlin communiqué issued to-night has unusually interesting references to the western front, and emphasizes that the French guns, in the region of Arras, kept up almost uninterrupted heavy fire. It admits that the French batteries shot to fragments the look on the Aisne-Marne Canal, north-westward of Rheims, the Germans being compelled to evacuate their position during the night.
The communiqué's claims regarding the Russian front are in the minor key, and are significant. It does not mention the capture of the Vilna district, but speaks of rearward battles eastward of Lida.
It claims some progress southward, but the position of General von Mackensen in the southern theatre is unchanged.

INDIAN PENSIONS ON IMPERIAL CHARGE.

September 21, 10.45 p.m.
Mr. Austen Chamberlain, replying to Sir John D. Rees, said that all extra-pensionary charges for the widows and orphans of Indian soldiers in the present war would be met entirely by the British Exchequer.

SVEN HEDIN RETAINS INDIAN HONOURS.

September 21, 10.45 p.m.
Replying to Sir John D. Rees, Mr. Austen Chamberlain said that Dr. Sven Hedin was still on the list of honorary commanders of the Indian Empire.
(Continued on page 10.)

TELEGRAMS NEWS FOR BUSY MEN.

CONDENSED.

The deficit estimate in the Dutch budget is 22,227,000 guilders.

The revision of the Dutch Constitution has already been announced and will soon be submitted.

On Tuesday, Mr. McKenna introduced in the House of Commons the second war Budget of the financial year.

On Sunday there were nine air combats on the Western front and two German aeroplanes were driven to the ground ablaze.

The Bulgarian Minister in London has received news that a general mobilisation has been ordered by the Bulgarian Government.

The Dutch Budget has provided for a large number of guns and ammunition in view of the great role heavy artillery has played in this war.

The French Admiral Besson says that Germany is in no wise abandoning her submarine warfare and that her great aim is to extend her radius of action.

The Russians have scored successes against the Germans east of Vilna also against the Austrians further south, making a most effective use of the bayonet.

Lord Ourzon in a letter to the Daily Chronicle says that he is still a supporter of National Service, the believers of which are daily growing in number and importance.

Field Marshal Sir John French's reports say that during the past two days the Germans have not ceased their artillery activity, and the British guns replied effectively.

The Amsterdam Telegraph says that the most striking feature of the Dutch speech from the Throne is the absence of allusion to any attempt of the Dutch Government to promote peace.

Queen Wilhelmina in a speech from the Throne at the opening of Parliament emphasized the determination of Holland to maintain her integrity and strictly observe neutrality.

Telegrams from Petrograd show that the anxiety regarding the attitude of the workmen at the prorogation of the Duma is unfounded. After a short strike, as a protest, the workmen everywhere resumed work.

The correspondent of the Daily Telegraph at Rome says that messages from Constantinople indicate that there is a regular revolt of the Turkish clergy against the Young Turks, Enver Pasha and the Germans.

The Budget figures which have now been revised are: Revenue 272 millions expenditure 1590 millions, an increase over the estimate of 257 millions. The dead weight of debt at the close of the financial year will be 2,200 millions.

A trial has been concluded at the Old Bailey of a man and a woman of German origin charged with attempting to communicate abroad information regarding the fleet. The man has been sentenced to be shot and the woman to ten years' penal servitude.

DON'T FORGET.

TO-DAY.

Bijou Theatre—9.15 p.m.

Victoria Theatre—9.15 p.m.

TO-MORROW.

Bijou Theatre—9.15 p.m.

Victoria Theatre—9.15 p.m.

Friday, September 24.

Lecture on Christian Science—

Chamber of Commerce Hall, City Hall, 5.30 p.m.

Tuesday, September 28.

Sale of Household Furniture

130, Macdonnell Road—G. F. Lammer, 2.30 p.m.

NOTICES

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MR. LI HON FAN, a Chinese graduate versed in literature, has been a teacher to European officials and merchants in this Colony for over ten years. He has a good method of training Europeans to pass in the Chinese examination, and is possessed of a first rate certificate as a Chinese teacher. He has also a good knowledge of Mandarin and Hakka. Those who intend learning the Chinese language are requested to write to 'Hongkong Telegraph' office or direct to No. 160, Wellington Street, second floor.

Hongkong, 29th Jan., 1912.

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THE MANAGER.

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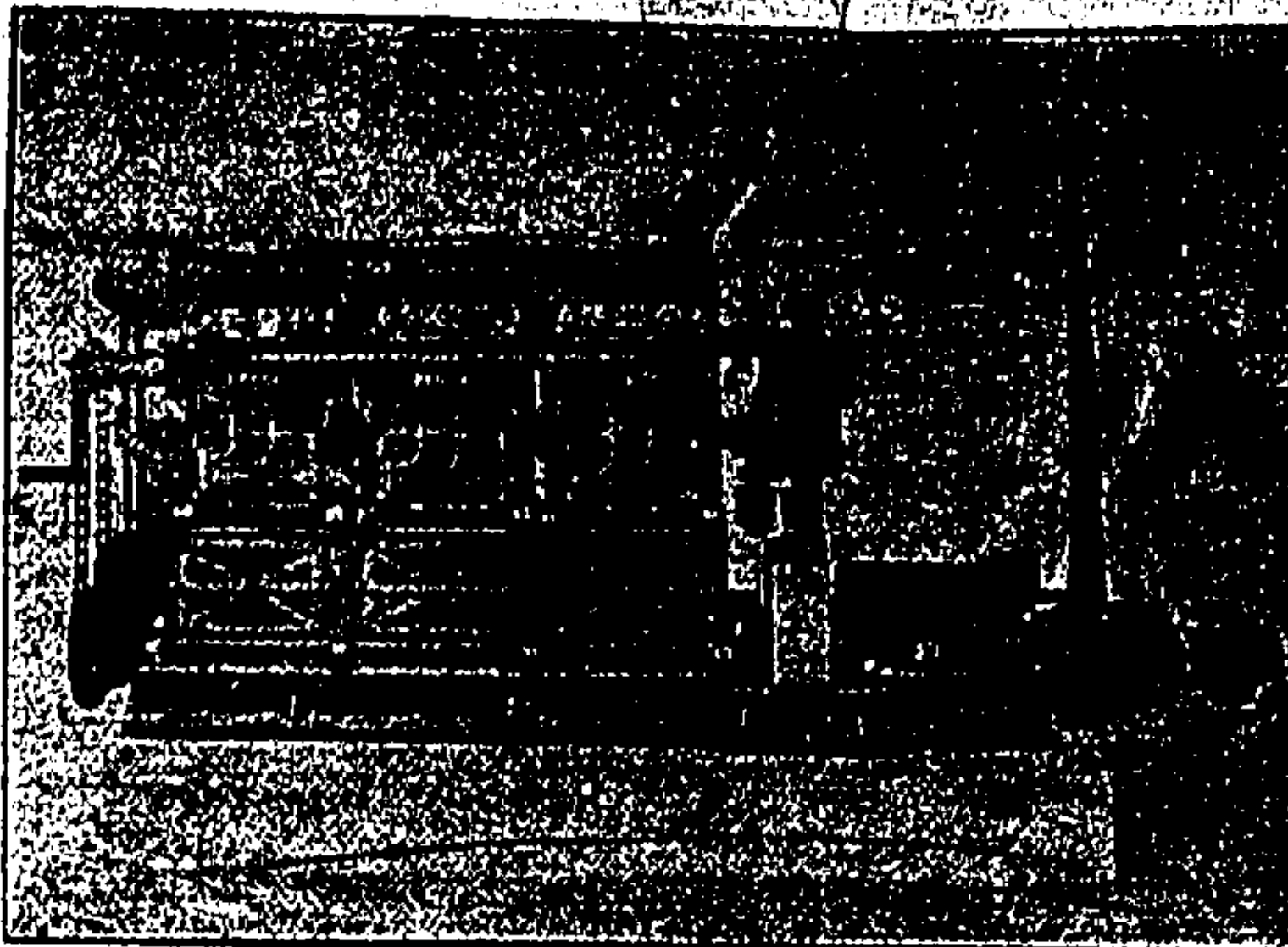
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OUR CONTEMPORARIES

South China Morning Post

German War Finance.

The utter failure of the third
German war loan, which was to
close yesterday, will not come as
a surprise. When one considers
the reckless and utterly hopeless
waste of men, material and money
embarked upon in order to force
an early and victorious decision
of the war, it is marvellous that
the German people have not pulled
in their purses strings and called
a halt to the very long process.
In a telegram yesterday, the *Ch
Gazette* unconsciously gave
the show away by making "a
last, despairing appeal for sub-
scriptions." It appears that out
of 29 million adult male wage
earners in Germany only 2,000,
000 have subscribed to the latest
loan. Where, asks the paper, are
the remaining millions? Obviously
the "stomach" of the remaining
millions has boiled and the Gov-
ernment during the last fortnight
has been compelled to adopt the
novel expedient of offering ad-
vances, deductible from their
salaries, as an inducement to the
workers of Germany to toe the
line.

Daily Press.

Military Discipline.

A soldier's first duty is that of
obedience; if he considers an
order to be illegal or unjust his
only course is to obey it first and
question it afterwards, when if he
is in the right he may be sure of
obtaining redress. But the state-
ment of the accused that he be-
lieved the uncontested assurance
of the sergeant, supported by
his own experience, to be trust-
worthy has a very important
bearing upon his degree of
culpability. It is difficult for a
civilian—and especially a
lawyer accustomed to taking his
stand upon the strict letter of
the law—who is gratuitously dis-
charging military duties for a few
hours a week to realise that he is
a soldier on active service, sub-
ject to the iron discipline of a
military regime. This is particu-
larly true in circumstances such
as those which prevail in the
Hongkong Volunteers, where the
men in the ranks move in the
same social circles as their officers
and, are, in some cases, actually
directing their actions throughout
the working day. Nevertheless,
there should, of course, be enough
esprit de corps among the rank
and file to induce men of educa-
tion, who have volunteered to
take their share in the defence of
the Empire during this time of
trial to waive trifles and "to play
the game."

China Mail.

Copper in the German Electric

Distribution Systems.

In the matter of underground
distribution, it is questionable
whether it would be possible to
place in the conduits iron cables
having a much larger total section
than that of the present copper
cables; the iron cables would
also be in much larger number
than the copper cables. For
these reasons, and others which
would be too long to enumerate,
the above total of 65,400 tons
considered as a copper store, is a
much too high figure. The French
journal has made the above
calculations owing to a current
rumour to the effect that the
Municipality of Berlin was
going to place a loan of 288
million marks (\$1,400,000) for
the purchase of electricity works
and one natural conclusion was
derived from this rumour was
the eventuality of an attempt on
the part of the German authorities
at replacing copper leads by iron
ones. One contemporary does
not contemplate the eventuality
of using aluminium in the place
of copper, since, we believe,
aluminium is quite as scarce in
Germany as copper, if not more
so.

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OR TEN FOR £1.00	LAND, Prof. Long.
THE FLEET ANNUAL, War Edition	LETTERS FROM PERSIA AND
1913	INDIA 1857-1859, General
WAR MAP OF THE ITALIAN	Sir George Digby Barker.
FRONT	MIND IN ANIMALS, E. M. Smith.
OUR ARMY AND NAVY, 64 splendid	MY ARMY AND NAVY SYSTEM OF
plates.	EXERCISES, J. P. Muller.
THE WAR AND ITS ISSUE Oman	OPERATIVE SURGERY WITH
AND THE POISON WAR, A. Roberts.	SURGICAL ANATOMY AND
EVERY WOMAN AND WAR, John	SURFACE MARKING, Fitzwill-
Owenham	iams
ECONOMICS OF WAR AND COM-	BUILDING CONSTRUCTION
QUEST, Jones	DRAWING, Estlin
RUSSIA AND DEMOCRACY, Wes-	PROSPECTING FOR MINERALS,
sellity	Cox
LIFE STORY OF A RUSSIAN	THE INTERNAL COMBUSTION
EXILE, Marie Sukloff	ENGINE, Wimperis
CORRESPONDENCE OF WILLIAM	THE DIESEL ENGINE, Wells and
I AND BISMARCK	Taylor
AEROPLANES AND DIRIGIBLES	JAMIESON'S ELEMENTARY AP-
OF WAR	PLIED MECHANICS
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PRESENT, Belknap	NETISM AND ELECTRICITY
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GENERAL NEWS.

Dr. Dee, whose "black stone" was sold at Christie's was the greatest of Tudor sorcerers and a favourite with Queen Elizabeth. He took the shortest way to her favour by promising her personal youth and beauty as soon as he could discover, with assistance from the Royal purse, the Elixir of Life. He was a clever man, and one of the tricks he played for the Queen suggests that he had discovered a method of plating by the "electrotype" process.

Only Just Heard of the War. If we were able just now to find anything astonishing, it would be that a man should have been living in New Zealand for the past twelve months who has only just heard of the war says the *Pall Mall Gazette*. He had been prospecting in a remote and mountainous country. His first act on returning to civilisation was to enlist—an excellent precaution against being taken at that disadvantage in future.

The Star and Garter. It was the motor-car that ended the popularity of the Star and Garter at Richmond, which is now to be converted into a hospital for wounded soldiers. In the late eighties the hotel was a Mecca for pleasure-seekers, and members of "the" profession and social notabilities of all kinds used to flock there in thousands on fine evenings. But it is too near Hyde Park Corner in these days of motor traffic, and its glories have sadly departed, despite the wonderful view from the terrace. The present building is a modern structure, but there have been licensed premises on the site for the last two hundred years.

Memorials of Railway History. The early Bodmin and Wadebridge Railway coach which, with a section of old stone-sleepers permanent way, has been set up at Waterloo Station is one of the very few public memorials of our railway history. The famous "Locomotion," which originally ran on the Stockton and Darlington Railway (the first public railway in the world), is still preserved at Darlington Station, where it may be seen on one of the platforms. The "Invicta," built for the Canterbury and Whitstable Railway, which is now part of the South-Eastern and Chatham, has also escaped the scrap heap. These three, together with the "Rocket," the "Agnoris," and the other two or three early engines at South Kensington, exhaust the list, we believe.

Largest Circulation in the World. The Paris Journal, of which M. Charles Humbert becomes editor-in-chief next Monday, boasts of one of the largest circulations in the world. In normal times it is bought by nearly a million and a quarter readers a day, and although this is less than half the circulation of the *Petit Parisien*, it is a remarkable figure, because the Journal is a non-party organ. On one occasion when the Journal abandoned its neutral attitude the change was so unpopular that a speedy return was made to political neutrality. This was at the time of the "Affaire," when the Journal ranked itself for a time among the Anti-Dreyfusards.

Late Mr. R. Marsh. Nothing that the Late Mr. Richard Marsh ever wrote won him so much popularity as "The Beetle," originally published some eighteen years ago as a serial in a weekly paper under the less intriguing title of "The Peril of Paul Lessingham." Mr. Marsh used to say of himself that he "was a clumsy but enthusiastic student of whatever makes for proficiency in the fine art of doing nothing," but this was only his little joke, says the *Globe*. He was a hard and prolific worker, writing an average of two novels a year in addition to serials and short stories, and his energy also found an outlet in cricket, football, golfing, cycling, and motor racing. A series of his sketches depicting the experiences of a soldier in the New Armies is at present appearing in a monthly magazine.

If you have lost your appetite, one of the big variety of delicacies at the ALHAMBRA CAFE is sure to tempt you.

NOTICE.

TONE

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Arrivals at Plymouth who Could Not Wait for the Contingent.

Enthusiastic scenes were witnessed when the passengers disembarked from the Union Castle liner Briton at Plymouth, on August 17, the steamer having brought from South Africa a number of officers and men who saw service under General Botha. They have travelled to England to take part in the fighting in Europe. Airmen, riflemen, motorists, and frontiersmen were included in the contingent. Twenty-one officers and men who on the close of General Botha's operations had immediately booked their passage to England were met by an officer from the Rhodesian Platoon in London, this officer himself having already been wounded in both legs by shrapnel in Flanders.

Over 300 Miles of Desert. The regret of the majority was that there had not been more fighting with the Germans in South-West Africa. They were enthusiastic about the plan of campaign evolved by General Botha, which resulted in what they described as a "round up," with the Germans completely beaten. "I do not think people here in England can imagine the magnitude of the victory," said one of a group of the men. "The German forces not annihilated by the fighting so much as beaten by superior strategy and daring. We fought them as frontiersmen, and our officers were not tied by the conventionalities of European tactics, and I believe as much as anything this led to the upsetting of the German plans. We never did what they expected we would do."

"One of the greatest facts ever accomplished was the trek across the Kalahari Desert by the Eastern Force, which was raised at Kimberley. From Kuruman, where we assembled, we marched to Beaufort, on the German border, for three hundred miles over a trackless waste of sand and rock on which there was no water. To the Germans and to most South Africans who knew the country it appeared madness to send men and horses across such a waste. But the authorities sent out advance parties to bore for water, and wells were sunk. There were, however, less than a dozen bore-holes in the whole 300 miles, and the supply of water was comparatively small, for we numbered about 2,000 troops, in addition to transport drivers, with nearly 5,000 horses and over 10,000 oxen. On one stretch I remember we had to march over a hundred miles in terrible heat with not a drop of water obtainable other than that which could be transported. We did this stretch in less than three days, in detachments of a couple of hundred men, it being impossible to move the regiments as a whole. The task was a hard one, but casualties were remarkably few, and when we reached the German border the force was fit for anything, with not an ounce of spare flesh on any man or his mount. The Germans were taken completely by surprise. We had accomplished what was thought

to be impossible, and this was a deciding factor in the campaign, for General Botha was enabled to surround the enemy in addition to striking him in the weak spot in his defence.

"Much of the credit for the performance must be given to the motor services. Motor cars were largely used for carrying water in the desert, and the work they did was wonderful. What the country was like can be imagined by the fact that it often took nearly thirty oxen to draw a wagon carrying less than two tons; the usual team for such was twenty oxen."

Why They Did Not Wait. Asked why they had not waited to join the South African contingent for Imperial service the reply was the fear that they might be detained for training so long that the fighting might be over. "But when the 'Springboks' do get in Flanders or Turkey they will not be behind the Australians, New Zealanders, or Canadians in dash and daring. We have already beaten the Germans once, and we are out to beat them again."

PEACE INTRIGUES.

Cynical Offer to Russia.

Petrograd, Aug. 11.—The *Novoye Vremya* confirms the rumours of German overtures for a separate peace. It is alleged that Germany offered Russia Galicia and the Dardanelles, with a guarantee of the integrity of her frontiers, Germany stipulating for Egypt on the pretext of ending the same to Turkey, and for a free hand to deal with Russia's allies.

"This attempt testifies that, in spite of her brilliantly organized espionage, Germany entirely fails to discount the sentiment of the Russian authorities and of the whole Russian people, while the cynicism of the proposals themselves can no longer surprise anybody."

New York, August 11.—The wholesale spinning of German "peace" intrigues after the capture of Warsaw is the subject of a powerful leading article in the *New York Tribune*, which declares in the most solemn tones that the necessity for circumspection and caution at Washington is greater now than at any time since the beginning of the war. What the *Tribune* fears is that Washington may be inveigled into giving countenance to this peace move engineered by Germany.

I am convinced that its fears are unfounded, but the comments which it bases on them are none the less a suggestive indication of the state of American sentiment in wide circles. Any peace patched up to-day, says the *Tribune*, would not mean a real peace, but simply a victory for Germany, who now is precisely in the position of Japan when the appeal to Mr. Roosevelt led to the Peace of Portsmouth. It adds:—

Peace to-day would give Germany Belgium, however the terms were arranged; it would dispose of France as a Great Power; it would mean that all things in Germany would be done in the name of *Kultur*, and that her means of territorialness had been justified by achievement; it would establish the doctrine that treaties

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TO LET.—For six months from 1st November date in No. 8 The Peak (partially furnished). Apply Property Office, JARDINE, MATHESON & Co., Ltd.

RAID ON OFFICES OF "LABOUR LEADER."

Documents Seized by Police.

Shortly before 3 p.m. on August 18 two inspectors and four detectives of the City Police visited the London offices of the *Labour Leader* in St. Bride's passage, Fleet-street, with a search warrant under the Defence of the Realm Act. While they were examining books and documents and putting them in a box, apparently for removal, the ordinary business of the office went on, and inquiries who called were given information in the usual way. The offices are also the London offices of the Independent Labour Party.

At about the same hour the police visited the head office of the paper at 30, Blackfriars street, Manchester. They made a thorough search of the premises and took possession of some copies of the paper of various dates, and of some pamphlets bearing on the war. Later, at the request of the police, the editor of the paper submitted proof of the issue to be printed during the evening and on their instructions attack on an advertisement and a letter from a private correspondent.

are but scraps of paper, and that crimes, such as the Lusitania massacre, are profitable. Any contribution by America to a peace such as this would be a denial of all that America has meant to England and herself in her long history.—Times.

TO LET.

TO LET.—Cheltondale, No. 97, The Peak—Fully furnished. Apply Linstead & Davis.

TO LET.—"La Hacienda" E. No. 74 Mount Kellett Road. Apply to CHATER and MODY, 5 Queen's Road-Central.

TO LET.—AT THE PEAK.

TO LET.—Bahar Lodge, No. 4, Peak Road, 5 rooms. Apply to "V. F. V. RIBEIRO," c/o W. G. Humphreys & Co.

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WANTED.—A 4th Engineer for s.s. "St. Albans," apply to Chief Engineer on board, at Kowloon Dock.

WANTED.—Furnished house at the Peak. Reply with particulars to "S.B." c/o Office of Hongkong Telegraph.

WANTED.—The Services of Nurse or good travelling Amah for children in return for first-class passage to England. Apply: "C." c/o Hongkong Telegraph.

FOR SALE.

FOR SALE.—4 h.p. Motor Cycle, with side car, late 1914 model.—Apply "X.Y.Z." c/o Hongkong Telegraph.

FOR SALE.—A quantity of China, Glassware etc. For permit to view and further information apply to R. C. Morton, Agent, Pacific Mail S.S. Co., King's Building.

FOR SALE.—Pacific Mail S.S. Co.'s Godowns 1 & 2 connected by covered alleyway—located on Section B Marine Lot 243, Kennedy Town, Crown Rent \$160.00 per annum, together with permanent Steel Pier opposite godowns, and upon which the Crown Rent is \$300.00 per annum.

Steam Launch "America" in first class condition, having been stripped and thoroughly overhauled in 1914.—For further information apply to R. C. Morton, Agent.

\$25. DOLLARS REWARD.

LOST.—Brindled Scotch Terrier Dog; answers to name of Meg. Lost in the vicinity of Kowloon City. Any one returning same to D. Logan, Kowloon Docks will be rewarded to the extent of \$25.

CHAMPION'S DEATH.

The Last Letter of Captain Anthony Wilding.

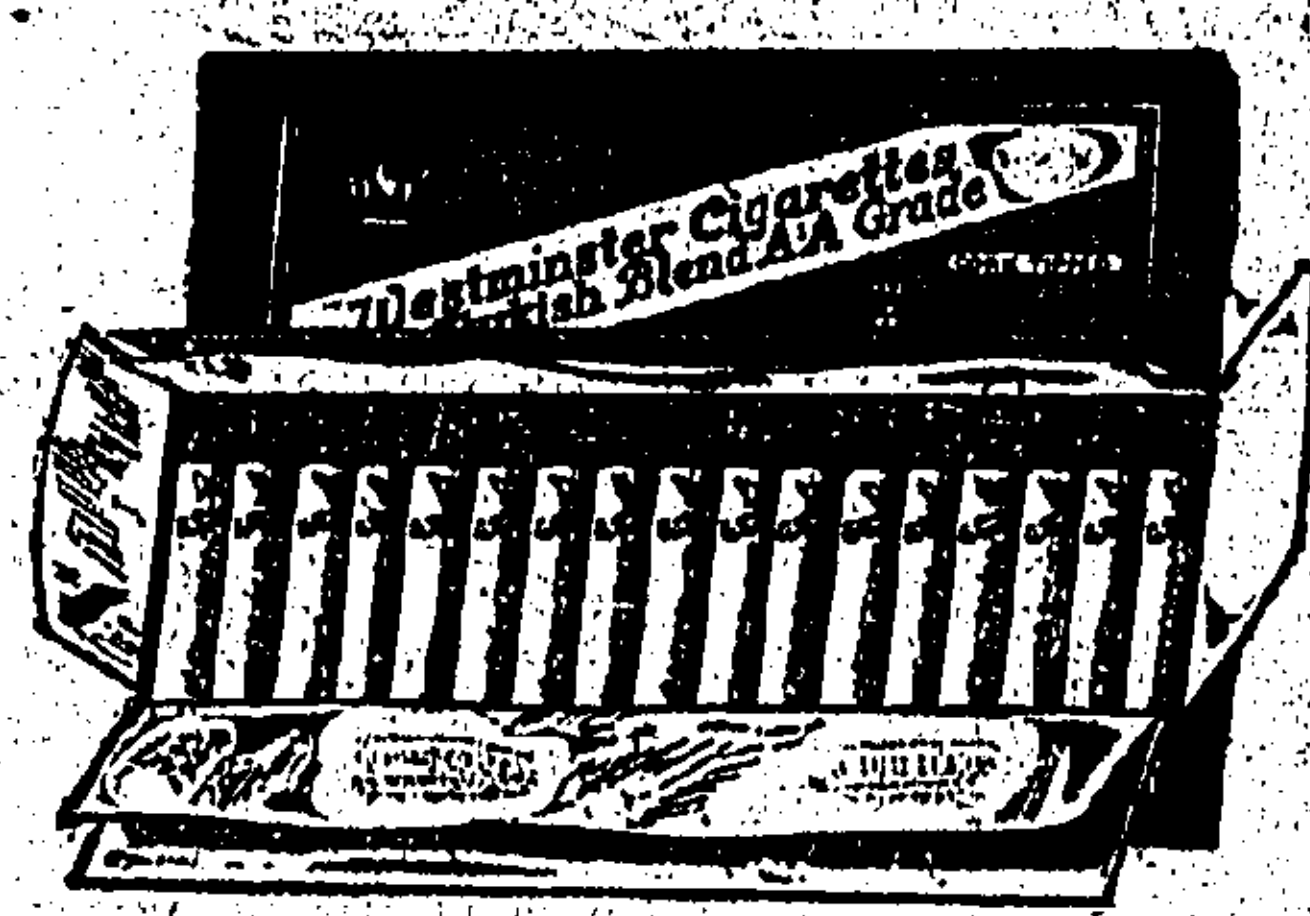
How Capt. Anthony Wilding, lawn tennis champion of the world, met his death is told in the *Mail*, which publishes his last letter.

While waiting with the Duke of Westminster's Air Squadron at Dunkirk, he attached himself to the Indian Corps, but before going to the front he had a trailer built to carry a three-pounder gun. The following is his letter:—

My dear—,—For really the first time in seven and a half months I have a job on hand which is likely to end in gun, I, and whole outfit being blown to hell. However, it is a sporting chance, and if we succeed we will help our infantry, no end. I know the job exactly, and the objects in view, from my study of them, which is the only way to play business or war. What I write to you about is this: If my trailer and I get forcibly put out of action I ask you . . . [Then follows a direction with regard to the disposal of his property after his death.]

Very soon after writing he was put out of action. The official report speaks highly of the work done by Captain Wilding's gun.

NOTICES.

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a
Tin
of
50

The Introduction of WESTMINSTER "A.A." Cigarettes marks an epoch in Cigarette Luxury. Also in Sealed Tins of 100 for \$1.50. CORK TIPPED.

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CHRISTIAN SCIENCE.

A free lecture on Christian Science will be given by VIRGIL O. STRICKLER, C.S. Member of the Board of Lectureship of The Mother Church, The First Church of Christ, Scientist, in Boston, Mass. in the Chamber of Commerce Room, City Hall, on FRIDAY, September 24th, at 5.30 p.m. The public is cordially invited to attend.

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The Hongkong Telegraph

HONGKONG, THURSDAY, SEPTEMBER 23, 1915.

SOCIAL RELATIONS AFTER THE WAR.

What kind of a future are the Socialists at Home looking forward to when the world is once more at peace? We have said before that, as a rule, the keenest socialists are the men who have the least notion of the real fair and square give-and-take of life are the professional Socialists. These latter are they anticipating, when war is over, a reign of democracy, following upon the downfall of capital, monarchy, patriotism and everything else which old-fashioned folk are content to regard as holding the Empire together? That this was their dream twelve months ago there can be little doubt. But then they thought, like most of us, that the end of hostilities would be at least well in sight before twelve months had elapsed; nor did they, so far as we can see, fully realise that if, in this great struggle, monarchy, imperialism, the aristocratic and the moneyed classes are on their trial, so too is democracy—in the sense, of course, in which they themselves understand the word. That trial is not yet ended, but enough of it has been gone through to show us that neither of the parties being tried will come out entirely unscathed, and that an adjustment on lines far different from those looked forward to by the Socialists must needs take place when all is over.

The democratic element on being put to the test showed, after a very short while, that it consisted of two distinct parties: one with whom love of country outweighed every other possible consideration, and another which, till a reasonable amount of coercion was employed by the Government, preferred to abide by its traditional churlish attitude. "What does the King or the country matter to me? Where am I coming in?" When we Britishers come to look back on the trial, we shall be able to say with pride that, for one man who followed this latter line, a dozen—nay, dozens—preferred to sink their private convictions and to go along mindfully to battle. Of the contemptible minority, it is hardly necessary to say more than that the country will reckon with it later. The other element, like the democratic, is also divisible into two: the men who did their duty and the men who did not; but here again the better, enormously triumphed over the worse. We know that there have been employers who have sought to make unheard-of profits out of the war, at the same time paying no heed to the increased prices which their employees had to face; we know that some have even been mean enough to stand in the way of their subordinates' enlisting—or at least to refuse to keep their employment open for them; and we know that others have actually traded with the enemy; but the very worst of these cases will readily be lost sight of and forgotten in view of the generosity of other firms and the unhesitating response to the recruiting appeal that has come from the wealthy classes.

The net position will be, then, that neither group will be able to throw stones at the other—and that, for the most part, the respect which the one bore towards the other at the beginning of the war will have been vastly multiplied, by the time we come to the end. Community of suffering among the women folk at Home, and the bond of patriotism and of determination to crush the enemy which is linking together men of every class in the trenches, cannot fail to leave an abiding mark. At Home there is already a deal of "the Colonel's lady and Judy O'Grady are sisters under their skin" feeling; while, on the battlefield, the private from Grosvenor Square is rubbing shoulders with another private from Peckham and yet another from Shoreditch; in some cases the cabman or the club-waiter is sergeant, or even officer, to the man who formerly tipped him. Men who, once were wealthy idlers are associating on the perfect equality, which the nearness of death establishes, with another class of idlers from the public house corner; all trades and professions are lumped together, and the man who is looked up to is the man with bowels—he be Duke's son or dustman's. Is all this to go for nothing? Human nature being what it is, we do not look for the establishment of a Utopia after the war; men will go on misunderstanding, under-rating and over-rating each other to the end of time; but we do most confidently look to see at least the beginnings of an ideal socialism—based on greater mutual sympathy and appreciation and on men's practical readiness to shelve snobbery and petty pride on the one hand and class hatreds and jealousies on the other.

The Court Martial Case.

In view of all the circumstances the *Telegraph* has refrained from any allusion to the Court Martial case which was heard on Monday. If we mention it now, it is solely in reply to a large number of enquirers and critics who have expressed surprise at finding a local matter which has aroused a considerable—perhaps an undue—degree of interest ignored in our news and editorial columns. The more thoughtful of our readers will agree with us that the matter is one in which silence is the best course for the press to observe. Ordinarily a newspaper's duties are not clearly defined; that it is easier to go right than to go wrong. To give the news without bias, fantastic addition or unjustifiable omission, and to offer fair comment where the occasion demands—these are the main guide lines. "Where matters do not call for criticism it is surely idle to offer it; and the court martial is, in our opinion, one of these matters.

The Yellow Journalists.

Passing to a less delicate professional question, we hope that our readers have enjoyed Sir A. T. Quiller Couch's remarks which we reprinted yesterday, on the subject of the Home "Yellow" press. "Q" has always been by way of being a professed Radical, but to-day the tables are turned, and the sentiments which he utters are good wholesome, confident Toryism, while the trash printed by the Northcliffe press becomes more pernicious than the worst of the Radical outpourings. His little summing up of the position must have helped to put fresh heart into many who had given ear to the Harmsworthian doctrine. The liberty of the press is, as "Q" intimates, an excellent thing, but there are times when even newspaper men deplore the absolute freedom allowed. We have but to recall the fact that, but for the publicity given by the *Daily Mail* to the deeds and the prison life of the suffragists, that body would have fizzled out long enough, in order to realise the harm that a perfectly free press can do. "Freedom" in the Harmsworthian sense seems to be liberty to annoy or injure others as much as is allowable by law—merely for the sake of big sales and packed advertisement columns.

The Budget.

There are some appalling figures in the new Budget, but behind them lie the comforting facts (1) that they have been received with sensible resignation by all parties in the House and (2) that it is within the power of Britishers to force Germany to pay at least a goodly portion of the money eventually. This money can, we know, only come back in dribs and drabs, in the long run, the people who forced this expenditure on us will have to meet it by the resignation of territory and the mortgaging of revenue—if the recruiting and munition business goes on well! We still look to hear of a considerable amount of debate on the subject of the income tax; and other side issues may also evoke comment; but in general there can be no doubt that the Budget is one wherein a very definite attempt has been made to be strictly fair to all classes.

Society of St. Vincent de Paul.

The President General of the Society of St. Vincent de Paul begs to acknowledge, with thanks, the donation of \$25.00 from Mrs. N. J. Stubb towards the forthcoming Annual *Al Fresco* Fete in aid of the poor under the charge of the Society. Association Portuguese de Socorro Matern. To-day the Members of the Association Portuguese de Socorro Matern met at their Head Office, Club Lusitano, at 5.30 p.m. for an Extraordinary General Meeting, for the purpose of presenting a general statement of the working of the Association since its establishment on the 1st June last. We understand that the total number of members who have so far joined this Association is 408.

DAY BY DAY.

LOVE THYSELF LAST, OBERISH THOSE HEARTS THAT HATE THEE CORRUPTION WINS NOT MORE THAN HONESTY.—HENRY VIII.

The Weather.
Lower level 3 a.m. Temp. 80; rain.
At the Peak 8 a.m. Temp. 75; rain.

Count the Columns.
Yesterday the *Telegraph* published 324 columns of solid reading matter. To-day there will be 33 published.

The Mails.
European Mail.—Via Negapatam, Due to-day by Fuchimi Maru.
Siberian Mail.—Closed per s.s. Sinking today at 3 p.m.
English Mail.—Closes per s.s. Nankin to-morrow at 11 a.m.

Share Market News.—Opening Official Quotations.
Banks.—\$825, sales.
China Bonds.—\$107, buyers.
Green Islands.—\$9.67, buyers.
China Sugars.—\$132, buyers.
Luxemb.—\$40, buyers.
Electric.—\$45, sales.
Hongkong and K. W. and G. Co. Ltd.—\$77, sales.
Docks.—\$81, buyers.
Shanghai Docks.—Tls. 60, buyers.
Kung Yik.—Tls. 16.40, sellers.
Ropes.—\$31, buyers.
Langkats.—Tls. 37, buyers.
Ewos.—Tls. 180, sellers.
Shanghai Cottons in S'hai.—Tls. 104, sellers.

The Dollar.
The rate of the dollar on demand to-day is 9 11/16d.
To-morrow's Anniversary.
To-morrow is the 374th anniversary of the death of the celebrated Swiss astrologer Paracelsus.

Leaving for Japan.
Mr. J. W. Taylor, of Messrs. Moxon and Taylor, accompanied by his wife, leave Hongkong for Japan to-morrow, on holiday.
Departure for the Front.
We understand that Mr. Basil Thomas, son of Mr. Thomas of the P. W. D., is leaving for the front by the s.s. Nankin at noon to-morrow.

The Biggest Typewriter in the World.
The Underwood Typewriter Company have issued some excellent pictures of their giant typewriter which is figuring at the Panama Exhibition, together with specimens of the writing done by it.

Accident on the s.s. Talyuan.
Two members of the crew (Chinese) of the s.s. Talyuan have been sent to the hospital suffering from injuries sustained when blowing down the boiler previous to the vessel going into dock. They were scalded about the feet.

Miss May Yohs.
We are glad to learn that Miss May Yohs has recovered from her recent illness. She is booked for four performances at the Bijou Theatre to-night, to-morrow, Saturday and Sunday; the last named being a benefit performance on behalf of the popular artist.

GERMANS' LAST RESERVES

Men Sent to the East After Five Weeks' Training.
Zurich, August.—Information from Munich indicates that the Russian defensive is much more effective than the Germans admit, and has necessitated a complete change in the plan of campaign.

The stream of troops from the west to the east, which began three weeks ago, continues with undiminished volume and in greater haste than before, their places being taken by men who have received only five weeks' training. These consist of untrained Landsturm between the ages of 39 and 45 and young recruits of 18 or 19. Neither of these categories was intended to be sent to the front before the beginning of September. However, the Germans have sent a proportionately detained mass to the front with less than nine weeks' preparation. The German reserves appear to be nearly exhausted. There only remain three classes of untrained Landsturm, the towns between the ages of 45 and 49 who can yet be called upon.

NOTES ON THE CRISIS.

BETTER NEWS.

A Generally Improved Outlook.

As so often happens after a long lull in war cables, a rush of wires has come along, and the complexion of them is quite a bright one. Two German communiques take up a more or less doleful note, and the writers seem too much preoccupied with their army's ill luck to have heart for lying—even on the subject of Vilno. Yet another enemy submarine has been sunk, and, on the Eastern and Western fronts, it is the Allies, and not the Germans, who have occasion to congratulate themselves. From Admiral Besson's statement it would seem that still worse days are in store for the submarine pirate—who by the way have added to their naval laurels by a thick-headed piece of strategy which ended in their torpedoing one of their own brethren: the sort of thing one would expect of these people. At Home the National Service discussion has been shoved out of the way by the Budget statement; one more victory, which for the first time in history, has given satisfaction to all parties; but we read with pleasure that time has been found wherein to carry out and sentence to death another German spy. If more had been shot during the early days of the war, a good many British sailors and soldiers who have been slain would probably still be alive. But we Britishers take second place to no one where cleverness in shutting the stable door after the horse has been stolen is concerned.

In the West.

Gradually the first results of the long artillery fight in the West are beginning to appear—and Germany shows no signs of coming out top dog. This she seems to realise in her admission that her men have been obliged to evacuate their position near Rheims. From Flanders down to Lorraine this terrible exchange of shells has continued, practically without intermission—the French making noteworthy progress; shelling batteries here, driving the enemy back there; destroying defences and repelling attempted counter-attacks elsewhere. Little still is said as to British activity on this front; but then Sir John French is a man of few words. It is at least satisfactory to know that our artillery has given the Germans rather more than they wanted and that our airmen have brought down two more enemy aeroplanes.

The Religious Position in Turkey.

If the Germans are going to get up against Turkish religious prejudices they will want more luck than is ever likely to fall to them to extricate them from the difficulty. They have always shown themselves the vilest amateurs in handling the religious and racial prejudices of other nations, and it was not to be expected that such born bunglers could live side by side with Mohammedans without giving offence. If the British—the most careful and considerate people in the world where Mohammedan susceptibilities are concerned—could not avoid trouble, in years gone by, with the Mussulmans of Northern Africa, it is very safe betting that the Germans, who know nothing about considerations of decent manners, will find trouble in Turkey. The Mohammedan priesthood is a powerful body; so powerful that even the Germans themselves were obliged to kowtow to it at starting and to proclaim their Emperor's conversion to Islam; a plan which might answer very well for five minutes but which, when seen through, at once resolved itself into an unforfeitable trifling with one of the most powerful religions of the world. Unless the enemy can pacify the Mohammedan priesthood (of which there seems little hope) its influence with the Turks as a whole may go far towards solving the problem of the Dardanelles.

YEAR AGO TO-DAY.

LEADING EVENTS IN THE GREAT WAR.

Extracts from the war news contained in the "*Hongkong Telegraph*" of September 23, 1914.

Mr. F. E. Smith Going to the Front.

Mr. Winston Churchill, addressing an enthusiastic recruiting meeting at Liverpool, announced that Mr. F. E. Smith was off to the war in a few days, and he wished him a safe return.

Fighting Less Violent: Allies made Appreciable Progress.

The fighting to-day has been less violent. We have made appreciable progress, especially between Rheims and Argonne. Casualties on H. M. S. Pegasus.

The casualties on H. M. S. Pegasus included: killed, Commander Turner and Lieutenant Drake.

German General's Headquarters Moved.

It is rumoured in Antwerp that General Kluck has transferred his Staff to Mons.

Inopportune Peace Suggestions.

President Wilson told callers at the White House that the ability of the United States to serve humanity has been handicapped by inopportune peace suggestions.

Italian Cabinet Authorises Export of Sugar to England.

The Italian Cabinet has authorised the export of one hundred thousand tons of sugar monthly to England.

Japanese Lose Another Torpedo-boat.

The Japanese have lost a second torpedo-boat outside Kiaochow, sunk by a German cruiser.

LOCAL.

"Milkmaid" Employees for the Front.

With reference to the paragraph which appeared in one of our recent issues, it should be stated that the Milkmaid Milk Company is paying full salaries (during their absence on Military Duties) to the two hundred members of their London staff, who have offered their services to go to the front.

FOOTBALL.

Composition of the Two Leagues Forecast.

The approaching advent of the football season was marked last evening by meetings in the Victoria Barracks of the Hongkong Football Association, and the Hongkong Football League, over both of which Lieutenant Osan, R. G. A. presided.

At the first meeting the Hon. Secretary, Mr. W. V. Pannell, read a statement as to the presentation made to Mr. F. W. Eager, the late Hon. Secretary, referred to a letter received from that gentleman returning his thanks and wishing the Association every success in the coming season.

Mr. A. Hamilton and Commander Gibson of the Tamar were invited to act as Counsellors, Mr. W. B. Vivcash being appointed a vice-president.

It was decided to carry on with the football competitions as usual as far as it was found practicable and the meeting closed with a vote of thanks to the chairman.

The sole business transacted in the meeting of the League was to accept the nomination of clubs for the various divisions. For the first league the R. G. A., R. E., The Shropshires, and the Hongkong F. C. were spoken of as starters with perhaps the addition of the Police and Navy.

Applications were also received for admission to the second division from the Lam Liong, the Confucians, St. Joseph's College, Kowloon Dock Juniors, the Diocesan School, and the Shropshire Light Infantry, Second team.

A recommendation for the reduction of the reference fee to one dollar was passed for confirmation by the Hongkong Football Association.

THE YARN MARKET.

Messrs. Pullinville & Kowall in their Yarn Report State:

Our last circular, despatched per s.s. Sardinia, was mailed on the 9th instant, since when the market has continued on its upward course, marking a further substantial advance in prices of three to eight dollars per bale.

The volume of business transacted during this period is also most gratifying, the total sales reaching the handsome figure of 11,900 bales.

Reports from Bombay indicate a strong market, with cotton still tending upwards.

A pleasing feature of the position is that the deliveries are keeping pace with the sales.

Closing tone steady.

Total sales 11,900 bales.

Unsold and undelivered in the godown 65,000 bales.

Arrivals.—The Extra Steamers Jinin Maru and Iola from Bombay have brought in 10,395 bales for Hongkong, and 282 bales for Shanghai. Shipments from Hongkong to Shanghai, coast ports etc., 500 bales.

Shanghai.—An active market at advancing rates.

Japanese Yarn.—Sales are as follows:—1000 bales Seta No. 10 at \$100 to \$107, 600 bales Seta No. 20 at \$133 to \$134, 900 bales yellow loss No. 20 at \$125 to \$131, 500 bales sundries chop No. 20 at \$127 to \$135.

Raw Cotton.—No sales in Bengal and Chinese. Quotations Bengal at \$21 to \$28 Chinese at \$24 to \$29.50 per picul.

POLICE RESERVE ORDERS.

Police Reserve orders issued to-day by Mr. F. C. Jenkin, D.S.P. (Reserve) state:—

Patrols (Central).

Friday, September 24: 5.50 p.m. and 8.50 p.m.—One Sergeant and seven P. Cs. to be detailed by Inspector Wong.

Saturday, September 25: 5.50 p.m. and 8.50 p.m.—One Sergeant and seven P. Cs. to be detailed by Inspector Wong.

Patrols (Eastern).

Friday, September 24: 5.50 p.m.—P. Cs. Hassan and Moodeen.

8.50 p.m.—P. Cs. C. Arcelli and Hassan Khan. P. O. Riazak will do general patrol.

Patrols (Water Police).

Friday, September 24: 5.50 p.m.—Wilks (S) Gaskell (S) Henderson (P).

8.50 p.m.—Kim (S) Maxwell (S) Inspector D'Almeida (P).

Saturday, September 25: 5.50 p.m.—J. Yvanovich (S) V. Yvanovich (S).

8.50 p.m.—Mohr Dean (S) Jumbun Khan (S) S—Report at Water Police Station, T—Report at Police Pier.

Patrol Substitutes.

Men warned for Patrol are reminded that they must provide substitutes when unable to report for duty. Substitutes may be arranged from any Company.

Parades.

Friday, September 24.—Route March. Fall in at Water Police Station 9.20 p.m. Uniform, Caps, and Rifles. This parade will be regarded as cancelled in the event of steady rain falling at 8.45 p.m.

Occurrences.

Members are reminded that a record is being kept of all cases, occurrences, etc., in which the Police Reserve are engaged, and that they must report same in writing to the D. S. P.'s Office.

Promenade Concert.

The second Promenade Concert will take place in the Botanical Gardens on Saturday next, at 9 p.m. Members of the Police Reserve will attend in uniform.

LANGKATS.

Messrs. Wright and Hornby inform us that owing to the mid-Autumn Chinese festival, they have received no wages from Shanghai to-day. The Langkat-out will be published to-morrow.

Notice to-day.

Notice to-day. The Chinese greater than the Chinese which the mid-Autumn festival.

THE HARBOUR COLLISION.

Pilot Alleged to have "Lost his Head."

This morning at the Marine Court, a court of enquiry was held to consider the circumstances attending the collision between the s.s. St. Albans and the s.s. Uncas. The request for the enquiry was made by Capt. E. Pilcher of the St. Albans who applied for an inquest into the cause of the damage to his ship by the collision with the Standard Oil Company's ship Uncas on September 18.

Capt. Henry Crump master of the Uncas, and Phillip Hastings Goings, 4 Cameron Terrace, Kowloon, pilot, were the respondents. The court was composed of Commander O. W. Boskwith, president, Commander K. Gibson, H. M. S. Tamar, E. Mooney, captain s.s. Laiang, R. W. Grieson, captain s.s. Tai Yuen, C. Lindberg, captain s.s. Fatahan, Mr. H. J. Gedge, Messrs. Johnson, Stokes and Master, appeared for Messrs. Gibb Livingstone and Co., agents for s.s. St. Albans, Mr. O. D. Wilkinson appeared for the captain of the Uncas, and Mr. Crow, of Messrs. Hastings and Hastings, represented the pilot.

Capt. Elias Tomlin Pilcher, said that on September 18, the St. Albans was lying properly moored in the Hongkong Harbour, the main engines were at rest, they had just completed loading cargo and were embarking Chinese passengers, when at about 5.15 p.m. the s.s. Uncas ran into the St. Albans on her port side abreast the No. 2 hatch, causing considerable damage.

Mr. Crump, master of the s.s. Uncas, said on September 18, they left the Standard Oil Wharf at Lai-chi-kok, at 4.37 p.m. with Captain Goings as pilot. They came round the west end of Stonecutters Island and turned eastward up the harbour, as usual the pilot had charge of the ship. The St. Albans was on the Uncas' starboard bow, there being apparently, an usually clear course. In the ordinary way the Uncas would have passed the St. Albans by a cable's length. As they neared the St. Albans, two native craft were crossing from starboard to port. The Uncas was then near the St. Albans under the stem of which the junks were coming. The Uncas ported her helm to pass the junks, being then two to three lengths from the St. Albans, whose stem would be off the bow of the Uncas. At the end of porting the helm they were only a ship's length away. She did not stop swinging to port and kept getting closer to the St. Albans. Having noticed that a wrong order had been given to the wheel, witness went into the wheelhouse, put the helm hard to starboard and called to the chief officer to let go the anchors, hoping that they would do some good. The orders given had been:—Full speed ahead; full speed astern; full speed ahead. Having put the helm over the Uncas still swung towards the St. Albans. The engines had been put to "stop." The anchors were not lowered as it could not be done in time.

Pilot Goings sang out:—We will hit her amidships. He was very excited.

Witness said:—No. Full speed ahead.

The President:—Did you tell the man at the telegraph to take orders from you?—No; I could not get a word in edgewise.

Witness said this order was obeyed and a glancing blow was struck about half a minute later when the swing was slowing up. Immediately after the collision, witness gave the order to go astern. In his opinion a collision was inevitable when he rushed to the wheelhouse, but he did what he could to minimise the results. Had he not done so, the Uncas would have hit the St. Albans at right angles with her stem.

In answer to Mr. Gedge, witness said that the engine room answered all telegraph orders. The steering gear was working a bit badly but was running clear, having been tested an hour previously. It was working order but going still. There was no jamming.

In answer to Mr. Crow, witness said just prior to the collision the pilot gave the orders "hard a starboard," "hard a port," "hard a starboard." In answer to Mr. Crow's suggestion that

the steering gear then jammed and the pilot went into the wheelhouse, witness said he had since been told that the pilot went into the wheelhouse.

In his excitement it was true witness shouted:—You have cut down the steam upon the steering gear.

In fact an engineer did come up and say they had done nothing of the sort. The wheel was stiff, but perfectly seaworthy.

Mr. Crow:—Do you suggest it was a fault as to who should have command of the ship?—No sir. I had no time to tell the quartermaster to take his orders from me.

Mr. J. Thompson, third officer on the s.s. Uncas, said he was on the bridge at the telegraph on the afternoon in question. The orders were given by the pilot, as usual. They went at half speed from Lai-chi-kok, then full speed to Stonecutters and into the harbour. Just before they reached the St. Albans, he received five orders in as many consecutive seconds. When there was a ship's length between the two, an order to stop was given, then half speed ahead. Asked what orders were given to the wheel, witness detailed "hard a starboard," "hard a port," "hard a starboard" and half a dozen orders at one time. The pilot gave so many orders that in his opinion he had "lost his head."

Captain Goings, the pilot, said on September 18 he was in charge of the s.s. Uncas from Lai-chi-kok which they left at 4.37. They went at full speed at 4.49 p.m. being on the bridge with a quartermaster, the captain and third officer. They continued at full speed at 5.0 p.m. when they went to half speed.

The President:—Why did you not come into the fairway?—There was no necessity.

I say there is a necessity. The fairway was provided for the transport of ocean vessels and ships have the right of way there. Why were you not in the fairway?—There was a clear way. There was no necessity to go into the fairway.

It is no use arguing on that line; you ought to have gone into the fairway. The fairway was your proper track, and you were outside the fairway.

The witness explained that he read the regulations as being optional regarding the use of the fairway, the president remarking that amendment of the regulations may be necessary.

Continuing witness said he had stopped the vessel at 5.8 he had gone slow, and at 5.11 he went full ahead to give the ship a cant to starboard on a slightly ported helm. To counteract any speed the ship might have put on thereby he ordered full speed astern. The Chinese vessels which were passing ahead got clear, and the Uncas was heading for the St. Albans buoy. He ordered "full ahead" and "hard a starboard." The helm would not go hard a starboard, and the vessel was still swinging. Witness went into the wheelhouse and put the helm hard over each way to clear the obstruction.

It was then he gave orders "hard a starboard," "hard a port," etc., and finally "left a starboard." The Uncas was still proceeding through the water towards the St. Albans, being then two cable-lengths away, and making about three knots. She was heading towards the funnel of the St. Albans. At 5.14 witness ordered full astern and then the captain ordered the anchors to be let go, this order not being carried out.

The captain ordered "Full speed ahead." Witness said:—Yes, Sir, and witness gave no further orders. If the vessel had answered her helm when he gave the order "hard a starboard" the Uncas would easily have cleared the St. Albans.

Witness attributed the collision to the jamming of the steering gear which was a primary cause. The captain knew that there was something wrong with the steering gear because he shouted out about the steam having been cut off.

In answer to Mr. Gedge, Capt. Goings, said the wind was strong and easterly. He could have gone down the central fairway had he wanted, he took the course he did because it was clear.

Capt. Crump said he had been in the port before and had always been satisfied with what the pilot had done. On this occasion he

ROYALTY'S GIFT TO HONGKONG.

PORTRAITS OF THEIR MAJESTIES.

TO BE HUNG AT GOVERNMENT HOUSE.

Speaking at a meeting of the Legislative Council this afternoon, His Excellency the Governor said: I have had the honour of receiving a most gracious gift from Their Majesties—the King and of Her Majesty the Queen. These are, of course, gifts to the Colony, but as is usual in such cases they find a fitting resting place at Government House. They were now to be seen in the dining-room—they have not yet been hung, and if, within the next week, to the exclusion of this afternoon, any member of the community would like to view they may do so.

VOLUNTEER ORDERS.

Corps Orders issued to-day by Lieut.-Col. A. Chapman V. D. state:—

Parades for Friday 24th instant Nil.

Kennedy Road Range. The range is allotted to the Senior Troop, Baden Powell Scouts, every Friday until further notice.

Inspection of Arms. Members of the Engineer Company will return their rifles and bayonets to Headquarters between 27th instant and 1st prox. for inspection. These arms must be sent to Headquarters the day men come off duty. They will be ready for re-issue the following day.

Detail. Gun Club Hill, Kowloon:—On duty until morning of 28th instant H.K.V.R.

Detention Camp, Kowloon:—On duty until morning of 28th instant H.K.V.R.

Note.—Caps, instead of helmets, may be worn by guards and pickets between the hours of 5 p.m. and 7 a.m., provided that all the guards are dressed alike.

had left matters in the hands of the pilot until it was too late to remedy matters.

Mr. Halstenen, chief officer of the Uncas, having held a master's certificate since 1884, said he was forward at the time of the collision. The Uncas was swinging to starboard and going ahead at the time she passed the junks near the St. Albans. At that time a collision was unavoidable, and it looked as though the Uncas would strike the St. Albans in the fore-part of the waist.

In answer to Mr. Gedge witness said if there had been no porting, the Uncas would not have collided with the St. Albans, though she might have struck the junks.

A. E. Ryall, chief engineer of the Uncas, gave evidence as to the orders received in the engine room. As a rule there were two orders a minute and sometimes three. They could not get the orders down fast enough. He examined the steering gear himself and it worked perfectly. It had once worked stiff, but up to the time of the collision it was working properly. The gear was practically "fool proof."

Mr. Wilkinson pointed out that the captain of the Uncas only took charge from the pilot when interference became necessary, and the agony of the moment would have to be taken into consideration when deciding whether he did the best thing possible in the circumstances.

Mr. Gedge, on behalf of the owners, pointed out that the primary cause of the collision was due to the captain and pilot taking a wrong channel. The master of the Uncas was in charge of his ship and the pilot was subordinate to him. Had the Uncas taken the central fairway there would have been no collision. He asked the court to exonerate the St. Albans.

Mr. Crow submitted that there was a hitch in the steering gear. The vessel carried on and then a difference of opinion between the captain and the pilot, the pilot being of opinion that they should have gone full astern.

Judgment was reserved until noon to-morrow.

DAIRY FARM NEWS.

FISH

WE HAVE RECEIVED A NEW SHIPMENT OF SELECTED

FILLET HADDOCKS

AND

KIPPERS.

CIGARETTE AND TOBACCO FUND.

For the Allied Forces at the Front.

The following is the Subscription List to date:—

Total acknowledged to 11th September ... \$6,475.98

Since received:—

Dr. H. Macfarlane ... 25.00

Mr. D. Jaffe ... 20.00

W. A. D. ... 15.00

G. P. ... 5.00

T. P. ... 2.00

H.M.S. ... 100.00

Mrs. H. Hancock ... 10.00

Ladies Bridge Book (Peak) per Mrs. O. Mol. Messer ... 21.10

\$6,674.08

List No. 4G.

G. B. L. ... 11.00

J. P. ... 2.00

A. L. G. ... 2.00

R. I. ... 2.00

E. M. F. ... 2.00

F. W. J. ... 2.00

J. B. K. ... 2.00

J. L. ... 2.00

W. B. ... 2.00

A. R. A. ... 2.00

W. N. ... 2.00

R. W. M. ... 5.00

G. A. R. ... 3.00

W. C. B. ... 3.00

A. W. L. R. ... 2.00

H. M. W. ... 2.00

G. T. E. ... 5.00

G. M. Y. ... 5.00

L. J. G. ... 2.00

C. E. ... 5.00

J. M. O. H. ... 5.00

A. M. W. ... 5.00

W. A. ... 5.00

G. E. S. ... 5.00

R. B. ... 5.00

C. H. B. ... 5.00

L. S. G. ... 5.00

R. C. ... 2.00

\$6,773.08

List No. 4H.

R. H. ... 2.00

W. R. M. ... 2.00

T. W. H. ... 2.00

F. B. ... 3.00

E. J. R. M. ... 5.00

N. S. M. ... 5.00

O. P. ... 5.00

H. J. ... 2.00

G. S. A. ... 5.00

J. V. R. ... 5.00

W. J. H. ... 2.00

W. D. ... 2.00

P. S. L. B. ... 3.00

L. N. M. ... 4.00

J. A. R. ... 2.00

W. H. S. ... 3.00

H. H. ... 3.00

A. O. L. ... 5.00

H. C. S. ... 3.00

J. B. ... 3.00

E. A. ... 3.00

O. M. G. B. ... 5.00

S. J. D. & Co. ... 5.00

R. S. ... 2.00

A. K. ... 2.00

A. D. L. ... 2.00

I. P. W. ... 10.00

S. H. D. ... 5.00

C. D. W. ... 5.00

Anon ... 5.00

B. J. ... 3.00

G. H. ... 5.00

A. H. O. ... 3.00

G. M. ... 2.00

R. E. St. ... 2.00

Amount expended to 20th September 6475.98

Balance in hand \$425.12

D. W. ORADDOCK, Chairman.

Hongkong, September 21, 1915.

(The above is the first list of contributions issued since the

ANOTHER RAID BY ZEPPELINS.

46 Casualties.

The following official announcement was made on August 18:—Zeppelins visited the Eastern Counties last night and dropped bombs.

Anti-aircraft guns were in action, and it is believed that one Zeppelin was hit. Air patrols were active, but owing to the difficult atmospheric conditions the Zeppelins were able to escape. Some houses and other buildings, including a church, were damaged. The following casualties have been reported:—

Men. Women. Children.

Killed... 7 2 1

Injured... 15 18 3

All the above were civilians.

A Record of Raids.

The following is a record of Zeppelin raids on this country, with the resulting casualties:—

Date. District. Casualties. Kill. Inj. ed. jured.

Jan. 19, Yarmouth and King's Lynn... 4 9

April 14, Blyth and Tyne-side... — 2

April 16, Lowestoft, Ipswich, and Bury St. Edmunds... — —

May 10, Southampton... 1 —

" 17, Ramsgate... 2 —

" 27, Southend... 3 —

" 31, Outlying districts of London... 6 —

June 4, East & South-east Coasts... — —

" 6, East Coasts... 5 40

" 15, North-east Coast... 15 15

Aug. 9, East Coast... 15 14

" 12, East Coast... 6 23

" 17, Eastern Coast... 10 36

lamented death of Hongkong's old friend, Mr. G. J. B. Sayer.

As the advancement of the Cigarette and Tobacco Fund was a project so dear to Mr. Sayer's heart, and one to which he devoted such a considerable amount of time and energy, we venture to hope that the subscription list will go on growing, if only as a tribute to his memory. Ed. H. K. T.]

TO-DAY'S ADVERTISEMENT.

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM EUROPE, COLOMBO AND STRAITS.

THE Company's Steamship

"FUSHIMI MARU,"

having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional goods will be carried on unless instructions are given to the contrary before NOON, TO-DAY.

Goods not cleared by the 30th September, will be subject to rent. Damaged packages must be left in the Godowns for examination by the Consignees and the Co's representatives at an appointed hour on Tuesday & Friday. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the goods have left the Godowns.

NIPPON YUSEN KAISHA, Agents.

Hongkong, 23rd September, 1915.



"VIYELLA" SHIRTS AND PYJAMAS

"VIYELLA" Flannel is so finished that it Cannot Shrink, and it is soft, durable and of beautiful appearance.

MACKINTOSH & CO., LTD.

MEN'S WEAR SPECIALISTS, 16 DES VŒUX ROAD.

WM. POWELL, LTD.

TELEPHONE 346.

THE LATEST AND BEST DRESS SUITINGS EXCLUSIVE STYLE, FIT AND FINISH.

Prices Always Moderate For THE BEST.

J. ULLMANN & Co.

SPECIAL SALE

GOLD POCKET WATCHES

Accurate Timekeepers! Absolute Bargains! Every Watch is Fully Guaranteed.

COLUMBIA RECORDS.

6880 { "A LITTLE BIT OF GREEN" }
6878 { "WHEN I DREAM OF OLD ERIN" }
6873 { "ON THE ISLAND OF PINES" } Duets
6867 { "A LITTLE BIT OF CUCUMBER" } Harry Champion
6820 { "MY OLD IRON CROSS" } Kings Military Band
6813 { "HERE WE ARE AGAIN" } Kings Military Band
6813 { "NOW, ARE WE ALL HERE" } Kings Military Band
6813 { "HERE WE ARE AGAIN" } Kings Military Band
6813 { "THE FLAG THAT NEVER COMES DOWN" } Latimer
6813 { "LANDING OF THE BRITISH TROOPS IN FRANCE" } Kings Military Band
6813 { "WITH THE FLEET IN ACTION" } Kings Military Band

CALL OR PHONE 1333

THE ANDERSON MUSIC CO., LTD., 6, DES VŒUX ROAD.

A KINGLY DRINK WITH A KINGLY TITLE

"KING GEORGE IV" SCOTCH WHISKY

"The Top Notch of Scotch" The Distillers Company Ltd. DUNDEE

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SHIPPING

THOS. COOK & SON,

Tourist, Steamship and Forwarding Agents,
Bankers, &c.Head Office for the Far East:—18, DES VOEUX ROAD, HONG-
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32, Water Street. MANILA: Manila Hotel.TICKETS SUPPLIED TO EUROPE by the principal STEAMSHIP
LINES and TRANS-SIBERIAN RAILWAY.
TOURS arranged to ALL PARTS of the WORLD.
BAGGAGE collected, forwarded and insured at lowest rates.
LETTERS of CREDIT and CIRCULAR NOTES ISSUED and
CASHED.Cook's "FAR EASTERN TRAVELLER'S GAZETTE" con-
taining sailings and fares from the Far East to all parts of the
World, will be forwarded free, on application.
Chief Office:—LUDGATE CIRCUS, LONDON, E.C.THE AUSTRALIAN
ORIENTAL LINEHONGKONG TO PHILIPPINES & AUSTRALIAN PORTS
SAILING (SUBJECT TO ALTERATION).

Steamers.	Arrive Hongkong from Australia.	Sail Hongkong for Australia.
TAIYUAN	13th Nov.	27th Sept.
CHANGSHA		18th Nov.

These steamers are fitted with Refrigerating machinery, ensur-
ing a plentiful supply of ice, fresh provisions etc, and have superior
accommodation with Electric Light throughout and Electric Fans in
the State-rooms. A duly qualified Doctor is carried. Reduced Fares.
Cargo booked through for all Australian, New Zealand and Tas-
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APCAR LINE.

Regular Service Between
CALCUTTA, STRAITS, SHANGHAI and JAPAN PORTS.

EASTWARD.

The S.S. tons 5,257, Capt. Butler, will be despatched
for Kobe on theThe above steamers have excellent saloon accommodations for
passengers and are fitted with all modern conveniences and carry a
duly qualified surgeon.

For freight or passage, apply to

DAVID SASSOON & CO., LTD.
Agents.

Hongkong, Sept. 20, 1915.

HONGKONG, CANTON, MACAO & WEST
RIVER STEAMERS.JOINT SERVICE OF THE HONGKONG, CANTON and MACAO
STEAMBOAT Co., Ltd. and CHINA NAVIGATION Co., Ltd.

HONGKONG-CANTON LINE.

HONGKONG TO CANTON. | CANTON TO HONGKONG.

THURSDAY, 23rd SEPTEMBER.

10.00 p.m. Fatshan. | 5.00 p.m. Kinshan.

FRIDAY, 24th SEPTEMBER.

8.00 a.m. Heungshan. | 8.00 a.m. Honam.
10.00 p.m. Kinshan. | 5.00 p.m. Fatshan.Single Fare by Night Steamer..... \$ 8.00
Return Fare by Night Steamer..... 10.00
Single Fare by Day Steamer..... 4.00
Return Fare by Day Steamer..... 8.00

HONGKONG-MACAO LINE.

s.s. Sui Tai, Tons 1651. | s.s. Tai Shan, Tons 2006.

HONGKONG TO MACAO.

Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok
Street Wharf. Sundays at 9 a.m. and 1 p.m. from the Company's
Wing Lok Street Wharf.

MACAO TO HONGKONG.

Week days at 7.30 a.m. & 2 p.m. Sundays at 7.30 a.m. & 3 p.m.

EXCURSION TO MACAO.

SUNDAY, 26th SEPTEMBER.

The Company's Steamship TAI SHAN
will depart from the COMPANY'S WING LOK STREET WHARF
at 9 a.m. and return from Macao at 3 p.m.N.B.—The Company will also run a steamer from Macao on
Sunday at 7.30 a.m., and from Hongkong at 1 p.m., from the
Company's Wing Lok Street Wharf.

CANTON-MACAO LINE.

s.s. SUI AN.

Departures from Macao to Canton on Monday, Wednesday and Friday at 9 p.m.
Departures from Canton to Macao on Tuesday, Thursday and Saturday at 4.30 p.m.JOINT SERVICE OF THE HONGKONG, CANTON and
MACAO STEAMBOAT CO., LTD., THE CHINA
NAVIGATION CO., LTD. & THE INDO-CHINA
STEAM NAVIGATION CO., LTD.

CANTON-WUCHOW LINE.

s.s. Sainam, 588 tons and s.s. Nanning, 469 tons.

One of the above steamers leaves Canton for Wuchow every Monday, Wednes-
day and Friday, at about 8 a.m., and the other leaves Wuchow for Canton on the
same days at 8.30 a.m. Round trips take about 5 days. Passengers can return to
Hongkong or vice versa by the Company's direct Steamers LINTAN and SANUI.
These vessels have superior Cabin accommodation and are lighted throughout by
electricity. Electric fan in each Cabin.Booking Office open daily (Sunday excepted) 9 a.m. to 5 p.m.
Further particulars may be obtained at the Office of the—HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.
HOTEL MANSIONS (First Floor),
Opposite the Blake Pier.

SHIPPING

NIPPON YUSEN KAISHA

THE JAPAN MAIL STEAMSHIP CO.

Projected Sailings from Hongkong—

Destination.	Subject to Alteration	Steamers.	Sailing Date
MARSEILLES AND LONDON, via Singapore, Penang, Colombo, Suez & Port Said		Yasaka Maru Capt. Yamawaki T. 21,000 Miyasaki Maru Capt. Teranaka T. 16,000	{THURS., 23rd {Sept., at noon. {THURS., 7th {Oct., at noon.
VICTORIA, B.O., and SEATTLE via Keelung, Shang- hai, Moji, Kobe, Yokohama, and Yokohama		Yokohama Maru Capt. Shinohara T. 12,500	{THURS., 30th {Sept., at noon.
SYDNEY & MEL- BOURNE, via Manila, Thura- day, Townsville and Brisbane		Nikko Maru Capt. Takada T. 9,000 Hitachi Maru Capt. Tominaga T. 13,500	{FRI., 15th {Oct., at 4 p.m. {TUES., 16th {Nov., at 4 p.m.
CALCUTTA via S'pore, Penang & Rangoon		Hakata Maru Capt. Kawachima T. 12,500	{SATURDAY, {2nd Oct.
BOMBAY via Singa- pore, Malacca and Colombo		Iyo Maru Capt. Okamoto T. 12,500	{MONDAY, {27th Sept.
SHANGHAI, Moji, Kobe		Bombay Maru Capt. Terada T. 8,000	{TUESDAY, {28th Sept.
SHANGHAI, Kobe and Yokohama		Colombo Maru Capt. Sakawoto T. 8,000	{SUNDAY, {26th Sept.
NAGASAKI, Kobe & Yokohama		Hitachi Maru Capt. Tominaga T. 13,500	{FRI., 15th {Oct., at 10 a.m.
SHANGHAI, Kobe and Yokohama		Fushimi Maru Capt. Trizawa T. 21,000	{FRI., 24th {Sept., at 10 a.m.

{Fitted with wireless telegraphy.

SOME PRINCIPAL FARES.

To London 1st Single Yen 600. To Marseilles 1st Single Yen 550.
" " Return " 900. " " Return " 825.
" 2nd Single " 400. " 2nd Single " 350.
" " Return " 605. " " Return " 550.To London, Southampton, Liverpool via New York \$60.13.0
" " " " Montreal \$60.3.0To Victoria, Vancouver, Seattle, 1st Single \$25.
" " " 1st Return \$37.10/—To Sydney, 1st Single \$40. To Melbourne 1st Single \$41.
" 1st Return \$72. " 1st Return \$73.16/—To Yokohama, 1st Return \$150. To Kobe 1st Return \$135.
" 2nd " \$ 90. " 2nd " \$ 83.

Round-the-World, Yen 1,045.

For further information apply to

Telephone No. 292.

T. KUSUMOTO, Manager.

CHINA NAVIGATION
CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamers.	To Sail
SHANGHAI	Luchow	26th Sept. at 4 light
W'WEI, C'FOO & T'SIN	Hulchow	28th Sept. at noon.
MANILA, CEBU & ILOILO	Chinhua	28th Sept. at 4 p.m.
SHANGHAI	Yingchow	28th Sept. at 4 p.m.
H'HOW, P'HOI & H'PHONG	Sungkiang	30th Sept. at 10 a.m.
MANILA, CEBU & ILOILO	Tean	5th Oct. at 4 p.m.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

"S.S. LINTAN" and "S.S. SANUI"

MANILA LINE—Twin Screw Steamers "Chinhua," "Taming,"
and "Tean." Excellent saloon accommodation amidships; electric
fans fitted; extra staterooms on deck aft on "Taming" & "Tean."

SHANGHAI LINE—PASSENGERS, MAILS AND CARGO.

S.S. "Anhui," "Chenan," "Liangchow," "Luchow," "Ying-
chow," and "Shanghai" with excellent accommodation, electric
light and fans in Saloon and State-rooms, maintain a regular
schedule service between Canton, Hongkong and Shanghai, leaving
Hongkong for Shanghai direct every Tuesday, Thursday and
Sunday, taking cargo on through Bills of Lading to all Yangtze and
Northern China Ports. Passengers are landed in Shanghai, avoid-
ing the inconvenience of transshipment at Woosung.

For Freight or Passages apply to

BUTTERFIELD & SWIRE.

Telephone No. 36.

Hongkong 23rd September, 1915.

SHIPPING

JAVA-CHINA-JAPAN
LIJN.

Regular Fortnightly Service between

JAVA CHINA and JAPAN.

Steamer	From	Expected on or about	To	Will leave on or about
Tikembang	JAVA	29th Sept.	SHAI	5th Oct.
Tjisondarik	JAPAN	3rd Oct.	JAVA	8th Oct.
Tjibodax	JAVA	5th Oct.	JAPAN	12th Oct.

x Wireless Telegraphy.

"The steamers are all fitted throughout with electric light and
have accommodation for a limited number of saloon-passengers. All
steamers carry a duly qualified surgeon. Cargo taken at through
rates to all ports in Netherlands-India and Australia."

For particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

Telephone No. 1374

York Building.

[15]

TOYO KISEN KAISHA

SAN FRANCISCO LINE

VIA SHANGHAI, THE INLAND SEA, JAPAN & HONOLULU.

Sailings from Hongkong—Subject to change without notice.

Steamer.	Displacement Tons & Speed	Leaves Hongkong
Nippon Maru	11,000 - 18 knots	Tuesday, 28th Sept., at 10.30 a.m.
Shinyo Maru	22,000 - 21 knots	12th Oct., at noon.
Chiyo Maru	22,000 - 21 knots	9th Nov., at noon.
Tenyo Maru	22,000 - 21 knots	Tuesday, 30th Nov., at noon.

First Class to London.....\$71.10. Return (6 months) \$120.
First Class to New York.....\$80. " " \$96.10.
" " " San Francisco \$45. " " \$68.

* VIA MANILA, OMITTING SHANGHAI.

Special Rates given to NAVAL & MILITARY, CIVIL SERVANTS, MISSION-
ARIES etc.
ROUND THE WORLD Tickets issued in Connection with all the Principal
Mail Lines and the Trans-Siberian Railway.
Passengers may travel by Railway between ports of call in Japan free of
charge.

SOUTH AMERICAN LINE.

Via JAPAN PORTS, HONOLULU, HILO, LOS ANGELES, SALINA CRUZ,
PANAMA, CALLAO, IQUIQUE and VALPARAISO. THENCE BY TRANS-
ANDAN ROUTE TO BUENOS AIRES, ETC.

Selyo Maru 14,000 - 18 knots Wednesday, 10th November.

For Full Particulars as to Passage & Freight, apply to

K. DOI, Acting Agent.

Telephone No. 291

KING'S BUILDINGS.

THE EASTERN & AUSTRALIAN
STEAMSHIP CO., LIMITED.MAIL SERVICE TO AUSTRALIA
VIA MANILA.MAIL SCHEDULE
(SUBJECT TO MODIFICATION.)

Steamer.	Arrive Hongkong from Australia.	Leave Hongkong for Australia.
St Albans	—	13th Oct. 11 a.m.
Empire	—	2nd Nov. "
Eastern	8th Oct.	22nd Nov. "
Aldenhams	29th Oct.	—

The above Steamers are fitted with Refrigerating Machinery, ensur-
ing a plentiful supply of ice, Fresh Provisions, etc., and are
lighted throughout with Electricity. All State-Rooms have Electric
Fans. A duly qualified Doctor and Stewardess are carried.

For further particulars, apply to

Gibb, Livingston & Co.,
Agents.

DOUGLAS STEAMSHIP CO., LD.

Hongkong-South China Coast Ports.

Highest Class, Fastest and Most Luxurious Steamers on the
Coast, having splendid Accommodation for First-Class Passengers.
Electric Light. Excellent Cuisine.

FOR SWATOW, AMOY AND FOOCHOW RETURN.

(Occupying 9 to 20 days.)

Steamships.	Captain	Leaving
Haimun	A. H. Stewart	FRI., 24th Sept. at 3.00 p.m.
Haiching	J. S. Thomson	TUES., 28th Sept. at 3.00 p.m.
Hailan	J. W. Evans	FRI., 1st Oct. at 12 noon.

Steamers will arrive at and depart from the Co.'s Wharf near
Blake Pier.

For Freight and Passage, apply to

Douglas LaPrall & Co.,
General Managers.

LOG BOOK.

Record Purchase Money.
The s.s. Hikosan Maru, of the
Uchida S. S. Co., Kobe, having a
gross tonnage of 3,554, has been
sold at the rate of ¥150 per ton,
the purchase price being ¥540,
000. The above rate has broken
the previous record purchase
money for the s.s. Jimma Maru,
5,125 tons, sold at ¥130 per ton.Local Notice to Mariners.
Comus Rock Beacon re-erected
in position. Referring to L.O. 1
Notice to Mariners Nos. 120, 121
and 122, Notice is hereby given
that Comus Rock Beacon has
been re-erected in position.
The new beacon is an iron pile
beacon, painted red, surmounted
by a circular shape, and exhibits
a red unclassified light from sunset
to sunrise at a height of 22 feet
above High Water of Ordinary
Spring Tides. As heretofore, ves-
sels should not approach within
150 feet of beacon.Dutch Shipping and the War.
The effect of the war on Dutch
shipping companies last year is
well exemplified in the report just
published of the Netherlands
Shipping Union, which controls
the three well-known lines, the
Rotterdam Lloyd, the Royal
 PACKET and the Netherlands
Steamship. The total income of
the Union was £174,300, as
against £201,000, the revenue
derived from its holdings in as-
sociated undertakings being
£161,300, as compared with
£188,000, a decline of over 14
per cent. The ordinary dividend
is reduced from 10 to 7-1/2 per cent.
Business was on the up grade in
the early part of the year, but the
outbreak of war quickly checked
this expansion, and though there
was a recovery later on thanks
chiefly to the extra work done on
Government account, this did not
offset the falling off in pri-
vate freights. Ordinary transit
traffic was at first paralysed by
the various contraband declara-
tions and remained restricted
owing to the limited exchange
cargo spaces available. Some idea
of how the international crisis has
dislocated the seagoing commerce
of the Low Countries is indicated
by the fact that during the first
half of the current year the tonnage
entering and clearing Rotterdam
was 85 per cent. smaller than that
for the corresponding period of
1914.New Diving Craft to Salvage
Islander.
In connection with the appor-
ching salvage operations upon the
wreck of the former C. P. R.
steamer Islander which sank in
Lynn Canal nearly fourteen years
ago, information comes to hand
that a new and very interesting
diving apparatus, designed by
W. J. Rogers of Seattle, will be
given a test. The ideas of
Rogers are somewhat like
those of Capt. Finch, a well-
known diver on the Pacific coast
who made an unsuccessful at-
tempt to save the safe which was
lost on the Islander which is said
to contain hundreds of thousands
of dollars in the gold dust. Finch
made his attempt in 1904. Fol-
lowing the foundering of the
U. S. submarine F-4 at Honolulu
Rogers made an offer to
raise the craft with his new
device, and while the U. S.
government officers at Bremerton
made an investigation of the
diving vessel, and were thor-
oughly satisfied with the craft,
they would not give him a con-
tract to raise the vessel. Rogers
and his party are now at the scene
of the Islander wreck and are
trying to locate the hull. His
first descent will be in an attempt
to raise the treasure safe.
His outfit is like a carrot in
shape, suspended from cables by
means of which it can be tilted
at any angle. On the pointed
end is a powerful searchlight,
run by storage batteries
and protected by an extra heavy
lens to withstand the pressure of
320 feet, the depth at which the
hull of the Islander lies submerged.
Beneath the lens, and working
through a stifling box like a pro-
peller, is a huge pair of shears,
capable of cutting through heavy
steel. Air is furnished to the two
occupants in the same manner as
it is conveyed to submarines.
Telephone connections are also
established between the craft and
surface. The diving vessel alone
cost close on \$15,000.Oysters, Fresh, Fried or Stewed
Finch, Haddock, Kippers &c.
ALEXANDRA CAFF

SHIPPING

INDO-CHINA STEAM NAVIGATION CO., LTD.

(Projected Sailings from Hongkong—(Subject to Alteration).)

For	Steamship	On
WWEI & Tientsin	Chipshing	Fri., 24th Sept. at d'light
SHANGHAI via Ningpo	Kwongsang	Sat., 25th Sept. at d'light
S'PORE, Pang & Cotta	Laisang	Sat., 25th Sept. at 3 p.m.
MANILA	Loongsang	Sun., 26th Sept. at d'light
Kobe & Moji	Kumsang	Tues., 28th Sept. at d'light
HOIHOW & Haiphong	Loksang	Tues., 28th Sept. at 3 p.m.
Singapore & Sourabaya	Fausang	Fri., 1st Oct. at d'light
SHANGHAI	Wingsang	Fri., 1st Oct. at d'light
MANILA	Yuensang	Sat., 2nd Oct. at 3 p.m.

Return Tours to Japan.

The steamers "Kutsang," "Namsang," and "Fookszung," leave about every 3 weeks for Shanghai and Japan, returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 20 days. This service is supplemented by the "Yatsing" and "Kumsang" leaving Hongkong at regular intervals for Yokohama, Kobe and Moji and returning thence direct to Hongkong. Time occupied 18 days. These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried. Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light. Taking cargo on Through Bills of Lading to Yangtze Ports, Chefoo, Tientsin, Dainy, Weihaiwei. Taking cargo on Through Bills of Lading to Kudat, Lahad Datu, Simporna, Tawao, Usukan, Jesselton and Labuan. For Freight or Passage.

Apply to JARDINE, MATHESON & CO., LTD.

Telephone No. 215.

General Managers.



R.M.S.P. THE ROYAL MAIL STEAM PACKET CO.

PROJECTED SAILINGS FROM HONGKONG. Subject to change without Notice.

HOMEWARD.

For	Steamer	Date of Departure
LONDON	Merionethshire	Beginning of Oct.

TRANS-PACIFIC SERVICE.

SAILINGS TO VICTORIA, VANCOUVER, SEATTLE, TACOMA AND PORTLAND.

For freight and further particulars, apply to

JARDINE, MATHESON & CO., LTD.

Telephone No. 215 Sub. Ex. No. 10.

Agents.

BRITISH INDIA S. N. CO., LTD.

NEW SERVICE OF STEAMERS BETWEEN Yokohama, Kobe, Hongkong and Rangoon.

Steamers are despatched Eastward and Westward at regular intervals taking Passengers and Cargo at current Rates.

For Freight and Passage, apply to

JARDINE, MATHESON & CO., LTD.

Telephone No. 215.

Agents.

THE TAIKOO DOCKYARD & ENGINEERING Co. OF HONGKONG, Ltd. TAIKOO DOCKYARD, HONGKONG.

SHIPBUILDERS, SALVORS & REPAIRERS, BOILERMAKERS, FORGE-MASTERS, BRASS & IRON FOUNDERS, CONSTRUCTIONAL ELECTRICAL & MECHANICAL ENGINEERS.

WELDING & CUTTING OF METALS BY OXY-ACETYLENE AND ELECTRIC SYSTEMS.

Estimates given for quick construction and repair of Ships, Engines, Boilers, Railway Rolling Stock, Bridges, and all Classes of Engineering, Iron and Wood Work.

GRAVING DOCK

Pumps empty Dock in 2-3/4 hours.

THREE PATENT SLIPWAYS taking vessels up to 3,000 tons displacement, providing conditions for painting ships with most efficient results.

100-Ton ELECTRIC CRANE ON QUAY—ELECTRIC OVER-HEAD CRANES throughout the Shops, ranging up to 100 Tons.

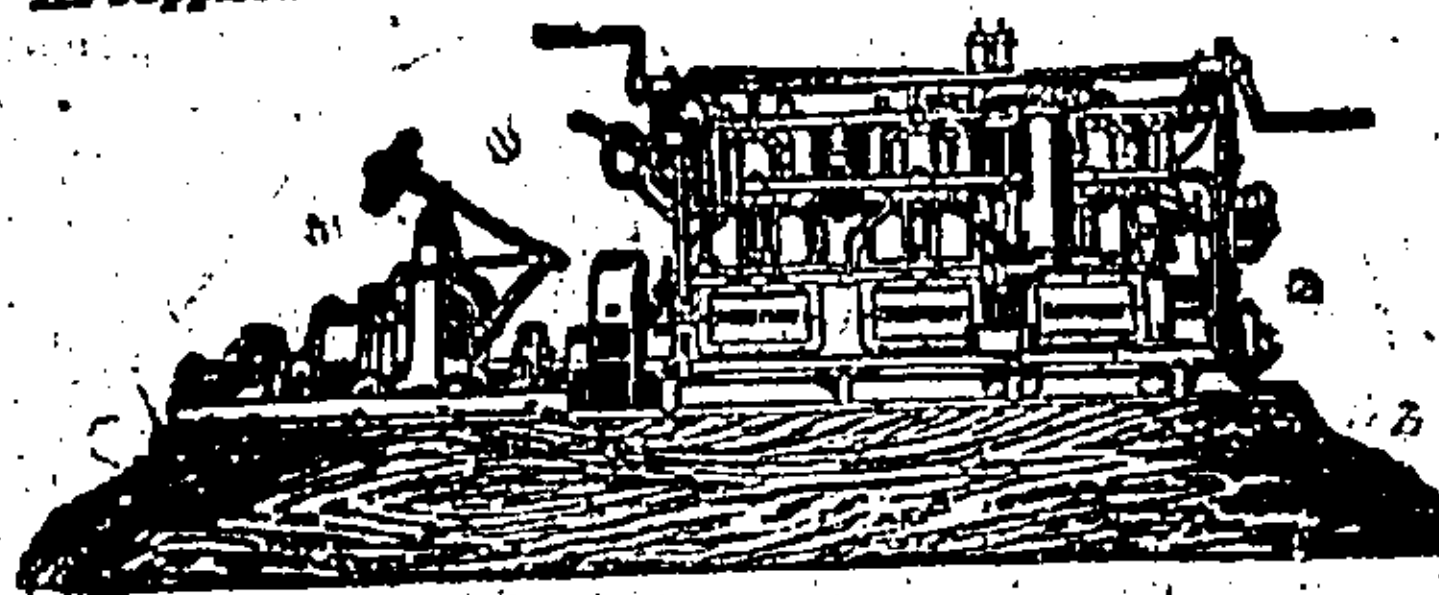
50-Ton Hydraulic TESTING MACHINE for Chains, Wire Ropes, Rivets, etc.

AGENTS for:—

JOHN I. THORNYCROFT & CO., LTD.

PETROL & KEROSENE MARINE MOTORS 7-1/2 150 H. P.

As supplied to the British Admiralty & War Office.



O.S. type Motor and Reserve Gear.

B.H.P. 70, Petrol 80.

MOTOR VESSELS, LIGHT DRAFT CARRIERS, GUN BOATS, LAUNCHES, HOUSEBOATS AND PLEASURE CRAFT OF EVERY DESCRIPTION.

MOTOR PUMPING AND LIGHTING SETS, MOTOR VEHICLES, etc.

Dockyard Manager

11 a.m. to 12 noon at the Town Office.

BUTTERFIELD & SWIRE.

HONGKONG, CHINA AND JAPAN, AGENTS.

Telephone Address: "TAIKOO DOCK."

TELEPHONE No. 27.

VESSELS LOADING.

EUROPEAN PORTS.

Destination.	Vessel's Name.	For Freight Apply To	To be Despatched.
L'don, B'bay via Usual P. of Call	Nankin	P. & O.	24, Sept.
London	Merabire	J. M. Co.	B. of Oct.
Marseilles via Ports	Paul Lecat	M. M.	2, Oct.
London via Usual Ports of Call	Nora	P. & O.	8, Oct.
London & Glasgow	C. of Hankow	B. L. L.	8, Oct.
Marseilles via Ports	Paul Lecat	M. M.	16, Oct.

NEW YORK, SAN FRANCISCO AND CANADA.

Delagoa Bay, D'ban, E. L'don & Kathiawar	B. L.	24, Sept.
New York via Suez Canal	D. & Co.	27, Sept.
San Francisco via M'la & Japan & C.	T. K. K.	28, Sept.
San Francisco via S'hai & Japan & C.	P. M. Co.	30, Sept.
Boston & N. Y. via Suez Canal	J. M. Co.	B. of Oct.
Via, & T'ma via K'lung, S'hai, & C.	O. S. K.	8, Oct.
San Francisco via S'hai & Japan etc.	T. K. K.	12, Oct.
San Francisco via Manila & Japan & C.	P. M. Co.	19, Oct.
Mexican, Peruvian and Chile		
Ports via Japan	Seiyo M.	T. K. K.
San Francisco via S'hai & Japan & C.	Persia	P. M. Co.

AUSTRALIA.

Australian Ports via Manila	Taiyuan	B. & S.	24, Sept.
Australian Ports via Manila	Empire	G. L. Co.	13, Oct.
Australian Ports via Manila	Nikko M.	N. Y. K.	15, Oct.

SINGAPORE, COAST PORTS AND JAPAN.

Shanghai	Malta	P. & O.	24, Sept.
Weihaiwei and Tientsin	Chipshing	J. M. Co.	24, Sept.
Nagasaki, Kobe and Yokohama	Colombo M.	N. Y. K.	24, Sept.
Shanghai, Kobe & Yokohama	Fushimi M.	N. Y. K.	24, Sept.
Manila	Loongsang	J. M. Co.	25, Sept.
S'hai, Moji, Kobe and Yokohama	Malta	P. & O.	26, Sept.
B'bay, via S'pore, Malacca & Cbo	Iyo M.	N. Y. K.	27, Sept.
Mauritius and South African			
Ports	Salamis	B. L. L.	28, Sept.
S'anghai	Yingchow	B. & S.	28, Sept.
S'atow, Amoy & Foochow	Haiching	D. L. Co.	28, Sept.
Amoy & Takao via S'atow			
Amoy	Sosho Maru	O. S. K.	29, Sept.
S'atow, Amoy & Foochow	Haitan	D. L. Co.	1, Oct.
S'pore, Pang, R'oon & Calcutta	Hakata M.	N. Y. K.	2, Oct.
Manila	Yuensang	J. M. Co.	2, Oct.
S'pore, Pang, R'oon & Calcutta	Hakata M.	N. Y. K.	2, Oct.
Shanghai, Kobe & Yokohama	V. Ciotat	M. M.	4, Oct.
Shanghai	Tjikembang	J.O.J. L.	5, Oct.
Shanghai	Novara	P. & O.	9, Oct.
Shanghai	Tjipanas	J.O.J. L.	Q. desp.
Shanghai	Tjibodas	J.O.J. L.	Q. desp.

TO SAIL

THE BANK LINE LTD.

FOR SAN FRANCISCO.

The s.s. "INVERIC"

Capt. A. Wallace, 4,789 tons, will be despatched as above on Wednesday, November 10, 1915.

For freight and further particulars apply to,

THE BANK LINE LTD.

Managing Agents.

Hongkong, 22nd Sept., 1915.

FOR BOSTON & NEW YORK VIA SUEZ CANAL.

will be despatched for the above ports about

For freight, passage and further particulars, apply to

JARDINE, MATHESON & Co., Ltd.

Agents.

Hongkong, 2nd September, 1915.

MOVEMENTS OF STEAMERS.

AMERICAN MAIL.

The P. M. s.s. MONGOLIA left Shanghai September 19, for Hongkong via Manila.
The T. K. K. s.s. ANYO MARU will next leave Hongkong on March 19, 1916.
The T. K. K. s.s. SEIYO MARU 14,000 Tons will sail from this port for Coronal via Moji, Kobe, Yokohama, Honolulu, Los Angeles, Salina Cruz, Balboa, Callao, Arica, Iquique and Valparaiso on Wednesday 10th November at noon.

CANADIAN MAIL.

The R.M.S. s.s. MONTEAGLE left Yokohama on the 21st Sept. at 2 p.m.

FRENCH MAIL.

The French s.s. PHUEN left Saigon on the 20th inst. for this port, and is due to arrive here on or about the 24th inst.

ENGLISH MAIL.

The P. & O. s.s. MALTA left Singapore for this port on the 21st inst. morning with the outward English Mail, and is due here on the 25th inst. at 10 a.m.

MERCHANT STEAMERS.

The Royal Mail S. P. Company s.s. GABRIEL VONSHIRE from London is due at Hongkong on the 29th September, leaves for Shanghai on the 1st October.
The s.s. MUTTRA left Calcutta on the 18th inst. morning and may be expected here on or about the 1st October.

VESSELS IN PORT.

Steamers.
Artemis, Dut. s.s. 2,311, F. Reeder, 15th inst.—Baltic Japan, 7th inst. instant, Kerosene oil—A. P. Co.
Telras, Br. s.s. 4,823, D. Robinson, 15th inst.—Singapore, 19th inst. Gen. B. & S.
Derwent, Br. s.s. 1,530, M'Gleay, 16th inst.—Saigon, 11th inst. Rice & Gen.—Order.
Kumsang, Br. s.s. E. Knight, 18th inst.—Singapore, Gen.—108 N. Co.
Franchet, Norw. s.s. 1,024, O. Yalon, 19th inst.—Bangkok, 12th inst. Rice—T. & Co.
Paoting, Br. s.s. 1,072, F. M. Dillon, 20th inst.—Tientsin, 14th inst. Salt—B. & S.
Kaichow, Br. s.s. 1,222, Rees Lewis, 19th inst.—Swatow, 13th inst. Rice—B. & S.
Fausang, Br. s.s. 1,014, Perkins, 16th inst.—Hollu, 15th inst. Sugar—J. M. & Co.
Wada Maru, Jap. s.s. 2,923, Akai, 19th inst.—Moji, 13th inst. Coal—S. & Co.
Yokohama Maru, Jap. s.s. 20th inst.—Shanghai, 17th inst. Gen.—N.Y. K.
Loongsang, Br. s.s. 1,093, Leask, 1st inst.—Manila, 18th inst. Gen.—J. M. & Co.
Ixon, Br. s.s. 6,527, J. L. Stout, 21st inst.—Manila, 18th inst. Gen.—B. & S.
Hanoi, Br. s.s. 737, Marnara, 21st inst.—Haiphong, 18th inst. Gen.—A. R. Marty.
Myogian Maru, Jap. s.s. 1,741, K. Munaka, 21st inst.—Kansai, 15th inst. Gen.—M.B.K.
Nankin, Br. s.s. 4,253, G. Manley, 22nd inst.—Shanghai, 18th inst. Gen.—P. & O. S. N. Co.
Chingeh, W. Fr. s.s. 1,195, Jan. Doyle, 22nd inst.—Port of arrival, 18th Sept.—L'ne Stone—S. T. & Co.
Kaijo Maru, Jap. s.s. 1,029, Manakani, 22nd inst.—Swatow, 21st inst. Gen.—O.S.K.
Unai Maru, Jap. s.s. 2,871, N. Katayama, 22nd inst.—Manila, 18th inst. Gen.—J. M. & Co.
Glafalook, Br. s.s. 1,434, A. McKenzie, 22nd inst.—Singapore, 16th inst. Gen.—Order.
Yasaka Maru, Jap. s.s. 6,879, Yamawaki, 22nd inst.—Japan, 18th inst. Gen.—N.Y.K.

TO SAIL.

FOR VANCOUVER AND SEATTLE.

The Steamship "UNKAI MARU" will be despatched on or about the 23rd September.

For freight please apply to JARDINE, MATHESON & Co., Ltd. Agents.

Hongkong, 1st Sept., 1915.

TO SAIL

REDUCED FIRST CLASS FARES.

GREAT NORTHERN STEAMSHIP COMPANY. s.s. "MINNESOTA." (CAPT. T. W. GARLICK.)

Capacity 28,000 Tons. 27,500 Tons Gross Register. Length 680 Feet. Beam 73 1/2 Feet.

EQUIPPED WITH WIRELESS TELEGRAPHY.

Sails from Nagasaki

For SEATTLE via MANILA, NAGASAKI, INLAND SEA, KOBE & YOKOHAMA.

Hongkong, Manila & Shanghai to Seattle or San Francisco	236
Round Trip Tickets (Good for Six Months)	54
Nagasaki to Seattle or San Francisco	33
Round Trip Tickets (Good for Six Months)	42.10
Kobe and Yokohama to Seattle or San Francisco	31
Round Trip Tickets (Good for Six Months)	45.10
Manila, Hongkong, Shanghai or Japan Ports of call to London and Return (Six Months)	109
Manila, Hongkong, Shanghai or Japan Ports of call to London and Return (24 Months)	114

Reduced rates to all Points in the United States, Canada, and Europe.
Luxurious Passenger Accommodation—Suites and State-rooms (all outside rooms), Music room, Library, Smoking room, Nursery, Laundry, Telephones, etc.
DIRECT connection at Seattle with Great Northern and Northern Pacific Railways for all points in the United States, Canada and Europe.
Cabin passengers may travel by rail if desired between ports of Yokohama, Kobe and Nagasaki, without extra charge.
Special rates to Missionaries, and their families.
For full information regarding freight and passage apply to

NIPPON YUSEN KAISHA, Agents.
Prince's Building.

"ELLERMAN" LINE.

(ELLERMAN & BUCKNALL STEAMSHIP CO., LTD.)

JAPAN, CHINA & STRAITS

TO

UNITED KINGDOM AND CONTINENT.

For: Steamer Sails:
LONDON & GLASGOW...City of Hankow... 8th October.

Subject to change without notice.

For rates of freight and further information apply to

THE BANK LINE, LTD.

Hongkong, 22nd Sept. 1915.

General Agents.

DOLLAR STEAMSHIP LINE.

PROPOSED SAILING FOR VANCOUVER AND PUGET SOUND PORTS OVERLAND FREIGHT VIA GREAT NORTHERN RAILWAY.



The s.s. "ROBERT DOLLAR"

Captain R. L. Morton;

On the berth on or about 30th Sept.

For Freight Rates and space apply to

THE ROBERT DOLLAR CO.

3, Queen's Building,

V. M. SMITH, Manager.

Phone 792

HONGKONG & WHAMPOA DOCK CO., LTD.

TELEGRAPHIC ADDRESS: "MANIFESTO" HONGKONG.

Codes Used: A1; A.B.C. Fifth Edition; Engineering, First and Second Editions; Western Union and Weather.

Dock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers, Iron and Brass Founders, Forge Masters, Electricians.

ACETYLENE CUTTING AND WELDING FOR SHIP AND BOILER REPAIR.

Modern up-to-date plant operated by our own specially trained workmen under expert European supervision.

All classes of light steel work manufactured by the above process.

Tanks, Drums, Ventilators, Pipes, &c., &c.

THE DIMENSIONS OF DOCKS AND SLIPS ARE AS FOLLOWS:

NAME OF DOCK OR SLIP	LENGTH OF DOCK OR SLIP	DEPTH OF DOCK OR SLIP	HEIGHT OF DOCK OR SLIP	WIDTH OF DOCK OR SLIP	AREA OF DOCK OR SLIP
KOWLOON					
No. 1 Dock, Kowloon	100	10	10	10	100
No. 2 Dock, Kowloon	100	10	10	10	100
No. 3 Dock, Kowloon	100	10	10	10	100
No. 4 Dock, Kowloon	100	10	10	10	100
No. 5 Dock, Kowloon	100	10	10	10	100
WATERLOO					
Waterloo Dock	100	10	10	10	100
Waterloo Dock	100	10	10	10	100
Waterloo Dock	100	10	10	10	100
Waterloo Dock	100	10	10	10	100

Please Address Enquiries to the Chief Manager

M. DYER & CO., M.N. Kowloon Dock Hongkong

THE HONGKONG TELEGRAPH.

EXTRA

HONGKONG, THURSDAY, SEPTEMBER 23, 1915.

TO-DAY'S LATEST WAR TELEGRAMS.

[Reuter's Service to the "Telegraph."]

THE DOMINION GOVERNMENTS.

DISCUSSIONS ON WAR MATTERS.

September 22, 4.15 p.m.

In the House of Commons Mr. Bonar Law stated that he was continually communicating with the Dominion Governments on war matters and if the Premiers of the Dominions were able to visit Great Britain, similar to Sir Robert Borden, the Government would warmly welcome them and would give them an opportunity of similar discussions with them.

LEGISLATIVE COUNCIL.

A meeting of the Legislative Council was held to-day in the Council Chamber H. E. the Governor presiding. There were present—

H. E. the General Officer Commanding the Troops, (Major-General F. Ventria.)
The Hon. Mr. Claude Savern Colonial Secretary.
The Hon. Mr. J. H. Kemp, Attorney General.
The Hon. Mr. A. M. Thompson Colonial Treasurer.
The Hon. Mr. W. Chatham, C.M.G., Director of Public Works.
The Hon. Mr. C. S. Ross, Secretary for Chinese Affairs.
The Hon. Mr. Mo I. Messer, Captain Superintendent of Police.
The Hon. Mr. Wei Yuk, C.M.G.
The Hon. Mr. D. Landale.
The Hon. Mr. Lau Chai Pak.
Mr. A. G. M. Fletcher, Clerk to the Council.

HIS EXCELLENCY'S CAUTION.

Preparing for Possibility of
Water Famine.

Speaking with reference to Finance Minute No. 44 his Excellency said he would like to give members a little information. We had at the present time sufficient water in the reservoirs to maintain a full supply until the middle of January, and if they were to adopt the curtailment which could be effected from the institution of the Ryder main system, they might extend that supply until the middle of February. The season, as they had no doubt observed, was a very abnormal one owing to the very early date on which the North East monsoon set in, and as far as one could humanely foresee, the probability of having any very large rainfall at this late season of the year, before the dry season thoroughly set in, was rather slender, therefore it was desirable to take immediate steps to further economise our supply of water last next spring we should be faced with a water famine. We had therefore decided to adopt the system of distribution of water from street fountains. That would enable the supply we had at present, if it was not further materially augmented, to last only until the middle of May, and they might remember that we had had experience of drought last year, when collection, as late as June 17, therefore it was quite evident it was necessary to take that step. He knew it would entail some hardship upon the poorer classes of the community in carrying water to their dwellings but it was better for them to do that now than hereafter to suffer much more severely from water famine and from the much greater inconvenience that would result therefrom. That was the first measure they had decided upon taking and since the figures he had given them were based upon the total amount of water in the reservoirs and would entail the actual emptying of those reservoirs, it was necessary to augment the supply, because it was easily to be understood that it was neither desirable nor was it physically possible entirely to empty a reservoir, therefore the vote of \$17,000, which they would presently be asked to consider in the Finance Committee, was for the purpose of leading water, by means of tapping water from streams they could tap, into the already formed basin behind the dam of the new Ty-Tem-tuk Reservoir. By these means they hoped to impound between forty and fifty million gallons and that would form a very acceptable provision. He need only add that if their forecasts were belied or a friendly typhoon or two passed to the southward, giving a wish of the fall and fill our reservoirs, then we should be only too glad to close down the fountain supply and revert to more normal methods of distribution. In Committee the vote was carried.

The following minutes by H. E. the Governor were referred to the Finance Committee and there adopted.

A sum of \$14,000 in aid of the vote Miscellaneous Services, Telegraph Services, Telegrams sent and received by Government.

A sum of \$7,750 in aid of the vote Public Works, Extraordinary, Hongkong, Buildings, New Magistracy.

A sum of \$245,000 in aid of the vote Public Works, Extraordinary, Hongkong, Buildings, Extension of Central Police Station.

A sum of \$17,000 in aid of the vote Public Works, Extraordinary, Hongkong, Water Works, Construction of Catchwaters.

Railway Finances.
The Hon. Colonial Secretary moved the following resolution:—It is hereby resolved that a sum of Dollars Four hundred and eighty-six thousand one hundred and forty-four (\$486,144) be advanced out of funds in the custody of the Government for the construction of the Kowloon Canton Railway (British Section) during the year 1915. The vote was carried.

The Hon. Attorney General moved the second reading of the Bill intituled An Ordinance to amend the Evidence Ordinance, 1880. The Hon. Colonial Secretary seconded and the Bill was read a second time.

The Hon. Attorney General moved the second reading of the Bill intituled An Ordinance to amend the Land Registration Ordinance, 1914. The Hon. Colonial Secretary seconded and the Bill was read a second time.

Council was adjourned sine die.

TELEGRAMS.

THE NUNEATON MINE EXPLOSION.

FOURTEEN PERSONS PERISH.

[Reuter's Service to the "Telegraph."]
London, Received, September 22.
Fourteen persons perished in the Nuneaton mine explosion.

DAY BY DAY.

Up to the Minute.
Closing Prices:—
Indo.—\$154, sellers.
China Sugars.—\$132, buyers.
Docks.—\$81, buyers.
Providentia.—\$81, buyers.
Cements.—\$9.65, buyers.
Hongkong Trams (Low Level).—\$5.20, buyers.

To Consignees.
Consignees of cargo by the s.s. St. Egbert are warned that all goods not cleared by Saturday the 25th inst. will be subject to rent.

Christian Science Lecture.
A lecture on Christian Science will be delivered by Mr. Virgil O. Strickler at the Chamber of Commerce rooms to-morrow afternoon. Admission is free.

Loitering with Intent.
Six months' hard labour was the sentence passed on two Chinese charged with loitering with intent to commit a felony, at the Police Court this afternoon. Inspector Gordon who had charge of the case, told the magistrate that the men were found possessed of daggers and carrying wire.

The Motor Fatality.
This afternoon Mr. Lindsell continued the enquiry attending the death of a Chinese, who was alleged to have been knocked down on the Shaukiwan Road by a car driven by Mr. Lauritsen of the Dragon Cycle Co. Evidence was given by Mr. Lauritsen and Mr. Swift of the Vacuum Oil Company as to the rate the car was travelling and the enquiry was again adjourned.

UNIVERSITY OF HONGKONG.

Award of Prizes.

Prizes of \$100 each have been awarded to the following successful candidates at the recent Matriculation Examination:—
Cheah Toun Siew, Phoon Seck Weng, Chan Chun Him, Sin Ping Fan, (alias, Sin Cheuk Man), Lo Man Hin.

LATEST SHIPPING NEWS.

MOVEMENT OF STEAMERS.

The E. & A. S. EMPIRE from Australia left Manila for this port on the 23rd instant at 1 a.m. and may be expected to arrive here on Saturday the 25th instant at daylight.

The P. M. M. MONGOLIA will leave Manila on Monday, September 27, and is expected to arrive at this Port on Wednesday, morning, September 29.

Activity of "Blue Funnel" Steamers.

The recent purchase of seven of the India Line steamers by Messrs. A. Holt and Co., or otherwise known as the "Blue Funnel" Line, is regarded as a preliminary to the extension of its Oriental line to the American Atlantic ports, via Panama, taking advantage of the prospective retirement of the P. M. steamers, and also as a demonstration preparatory to applying to join the Trans-Pacific Conference.

KIPLING AND THE GERMANS.

"If the Enemy should be Victorious?"

Speaking at Southport before an audience of ten thousand persons on the recruiting question Mr. Kipling said:—

"The German has spent quite as much energy in the last forty-five years preparing for war as we have in convincing ourselves that wars should not be prepared for. He has started this war with a magnificent equipment which took him time and heavy taxation to get together. That equipment we have had to face for the last ten months. We have had to face more. The Germans went into this war with a mind which had been carefully trained out of the ideas of every moral sense, or obligation—private, public, or international. He does not recognise the existence of any law, least of all those he has subscribed to himself, in making war against combatants or non-combatants—men, women, and children. He has done from his own point of view very well indeed. All mankind bears witness to-day that there is no crime, no cruelty, no abomination that the mind of man can conceive which the German has not perpetrated, is not perpetrating, and will not perpetrate if he is allowed to go on. These horrors and perversions were not invented by him on the spur of the moment. They were arranged long beforehand—their very outlines are laid down in the German war-book. They are part of the system in which Germany has been scientifically trained. It is the essence of that system to make such a hell of the countries where her armies set foot that any terms she may offer will seem like heaven to the people whose bodies she has defiled and whose minds she has broken of set purpose and intention. In the face of these facts it is folly for any fit man to waste one minute in talking about what he would do if our system of recruiting were changed, or to wait on, as some men are waiting, in the hope that compulsion may be introduced. We shall not be saved by argument. We shall most certainly not be saved by hanging on to our private jobs and businesses. Our own strength and our own will alone can save us.

If these fail the alternative for us is robbery, rape of the women, starvation, as a prelude to slavery. Nor need we expect any miracle to save us. So long as an unbroken Germany exists, so long will life on this planet be intolerable not only for us and for our Allies, but for all humanity. And humanity knows it. At present six European nations are bearing the burden of the war. There is a fringe of shivering neutrals almost under the German guns who look out of their front doors and see, as they were meant to see, what has been done to Belgium, the German-guaranteed neutral.

"But however the world pretends to divide itself, there are only two divisions in the world to-day—human beings and Germans. And the German knows it. Human beings have long ago sickened of him and everything connected with him of all he does or all he says; thinks, or believes. From the ends of the earth to the ends of the earth they desire nothing more greatly than that this uncivilised thing should be thrust out from the membership and the memory of the nations. The German's answer to the world's longing is: 'I am strong. I kill. I shall go on killing by all means in my power till I have imposed my will on all human beings. He gives no choice. He leaves no middle way. He has reduced civilisation and all

that civilisation means to the simple question of kill or be killed. Up to the present, as far as we can find out, Germany has suffered some three million casualties. She can suffer another three million, and, for aught we know, another three million after that. We have no reason to believe that she will break up suddenly and dramatically as a few people still expect. Why should she? She took two generations to prepare herself in every detail and through every fiber of her national being for this war. She is playing for the highest stakes in the world—the dominion of the world. It seems to me that she must either win or bleed to death almost where her lines run to-day. Therefore we and our Allies must continue to pass our children through fire to Moloch until Moloch perish. This, as I see it, is where we stand and where Germany stands.

"You need not go far to see what a conquering Germany would mean to us. In Belgium at this hour several million Belgians are making war-material or fortifications for their conquerors. They are given enough food to support life as the German thinks it should be supported. By the way, I believe the United States of America supplies a large part of that food. In return, they are compelled to work at the point of the bayonet. If they object, they are shot. Their factories, their houses, and their public buildings have long ago been gutted, and everything in them that was valuable or useful has been packed up and sent in'o Germany. They have no more property and no more rights than cattle; and they can not lift a hand to protect the honour of their women. And less than a year ago they were one of the most civilized and prosperous of the nations of the earth. There has been nothing like the horror of their fate in all history, and this system is in full working order within fifty miles of the English coast. Where I live I can hear the guns that are trying to extend it. The same system exists in such parts of France and Poland as are in German hands. But whatever has been dealt out to Belgium, France, and Poland will be England's fate if we fail to subdue the Germans. That we shall be broken, plundered, robbed, and enslaved like Belgium will be but the first part of the matter.

"There are special reasons in the German mind why we should be morally and mentally shamed and dishonoured beyond any other people—why we should be degraded till those who survive may scarcely dare to look each other in the face. Be perfectly sure, therefore, that if Germany is victorious every refinement of outrage which is within the compass of the German imagination will be inflicted on us in every aspect of our lives. Over and above this, no pledge we can offer, no guaranty we can give, will be accepted by Germany as binding. She has broken her own most solemn oaths, pledges, and obligations, and by the very fact of her existence she is bound to break nothing and to recognize nothing except that of immediate superior force, backed by her illimitable cruelty. So, you see, there are no terms possible. Realise, too, if the Allies are beaten, there will be no spot on the globe where a soul can escape from the domination of this enemy of mankind. There has been childish talk that the Western hemisphere would offer a refuge from oppression. Put that thought from your mind. If the Allies were defeated, Germany would not need to send a single battleship over the Atlantic. She would issue an order and it would be obeyed. Civilisation would be bankrupt and the Western world would be taken over with the rest

TELEGRAMS.

GREEK STEAMER AFIRE.

Passengers Rescued.
[Reuter's Service to the "Telegraph."]
London, Received, September 21.
Reuter's correspondent at Hali-fax reports that the Greek steamer Athina, from New York to the Piraeus, has been abandoned on fire in the Atlantic. There were 500 passengers on board, but these and the crew were rescued by two liners.

MINE DISASTER.

Two Hundred Men Saved.
London, Received, September 21.
There has been a mine explosion at Naneston. There were 250 men below, of whom 200 are safe. Ten bodies have been recovered.

AIR FIGHT IN FOG.

Zeppelin Destroyed after Raid on East Coast.

London, August 11.
The Secretary of the Admiralty makes the following announcement:—

A squadron of hostile airships visited the East Coast last night and this morning between 8.30 p.m. and 12.30 a.m.

Some fires were caused by the dropping of incendiary bombs, but these were quickly extinguished, and only immaterial damage was done.

The following casualties have been reported:—

Killed.	Wounded.
1 Man	5 Men
9 Women	7 Women
4 Children	2 Children

One Zeppelin was slightly damaged by gunfire of the land defences, and was reported this morning being towed into Ostend. She has since been subjected to continual attacks by aircraft from Dunkirk, under heavy fire, and it is now reported that, after having her back broken and rear compartments damaged, she was completely destroyed by an explosion.

The night was extremely dark, there being a thick fog in places, which rendered firing by aeroplanes very difficult.

It is regretted that Flight-Sub-Lieutenant R. Lord, who was one of the pilots sent up to engage the enemy, was killed in landing in the dark.

of the wreckage by Germany the Receiver. So, you see, there is no retreat possible. There are no terms and no retreat in this war.

"I admit as freely as any of you here the immense unfairness of our system which has been well called conscription by oiljlers, but it is the system we have chosen, and till we have another we must work it. Those who believe in national service can take comfort from the thought that if the Government has not yet brought it in, they must be quicker than the Government (this isn't difficult) and bring themselves in. Those who believe in the principles of voluntary service must realize that now is the one time for them to show what an excellent system it is by voluntarily shouldering their responsibilities. In the meantime public opinion is hardening every day against the eligible men who have excuses which are not reasons for not enlisting. Public opinion is hardening against those parents, wives, and relatives, and employers who directly or indirectly are keeping these men back. You can't expect people who have given or lost their own flesh and blood in this war to be patient or sympathetic with people whose families are still untouched and unseparated. That feeling may be reasonable or unreasonable, but it is one result of our system."

TELEGRAMS.

HOLLAND.

THE SPEECH FROM THE THRONE.

[Reuter's Service to the "Telegraph."]
London, Received September 22.
Reuter's correspondent at the Hague says that Queen Wilhelmina in a speech from the Throne at the opening of Parliament announced the determination of Holland to maintain her integrity and strictly to observe neutrality. Her relations with foreign powers continue to be friendly. Her Naval and Military Forces were ready to protect her National interests.

The extraordinary intervention on the part of the Government was still necessary in connection with the importation of provisions and of raw material, to check the rise in prices and prevent the export of foodstuffs and raw materials which cannot be spared.

Proposals for the revision of the Constitution had already been announced and would soon be submitted. Fresh taxation would be necessary to meet the deficit and the fresh expenditure. The economic situation in the Indies causes no anxiety. Pending the introduction of the Navy Bill, material which is growing obsolete will be gradually replaced, the first consideration being given to the defence of the Indies. Her Majesty looks to the future fall of hope relying on the energy of the people to bear courageously the heavy burdens which are an inevitable consequence of the distressing situation.

At the end of the speech the budget which was subsequently presented, forecasts the creation of a fund and provided for a large number of guns and ammunition in view of the great role that heavy artillery had played in this war, and also for the extension of the air services. The estimate of the deficit is 22,227,000 guilders.

The Amsterdam Telegraph says that the most striking feature of the speech from the Throne is the absence of allusion to any attempt on the part of the Dutch Government to promote peace.

[In the event of telegrams arriving too late for insertion on this page they will be found on the Extra.]

EARLIER TELEGRAMS.

INDIAN CAMPAIGN MEDALS.

London, Received, Sept. 21.
Replying to Col. Charles E. Yate Mr. Austen Chamberlain said the Raj had not yet furnished the list of officers and men in the Indian Marine who were recommended for medals for operations in the Indian Gulf in 1909 and 1914. The question of eligibility would be determined by the Admiralty after a consideration of the rolls.

THE "OPEN DOOR."

British Policy in China.
London, Received September 21.
Mr. J. King asked Sir Edward Grey whether the Chinese Customs House had been re-opened at Tientsin, whether the passport introduced by the Japanese at Tientsin requires evidence of the social status of British traders, and whether this affected their commercial relations.
Sir Edward Grey replied that the only information he had was the statement of the British Minister at Peking that the Customs House was opening on September 1.
Sir Edward Grey, replying to Mr. J. Macveagh said no understanding or pledge had been given to effect British trade opportunities in China had been entered into with other Powers. It is the intention of His Majesty's Government that the policy of the "open door" in China shall continue to be their policy.

THE
HONGKONG TELEGRAPH.
SECOND EXTRA

HONGKONG, THURSDAY, SEPTEMBER 23, 1915

TO-DAY'S
LATEST WAR TELEGRAMS.

[Reuter's Service to the "Telegraph."]

THE BALKAN CRISIS.

CONSIDERABLE EMOTION IN GREECE.

September 22, 5.15 p.m.

Reuter's correspondent at Athens says that the Balkan crisis is the cause of considerable emotion in Greece. The King conferred simultaneously with M. Venizelos and some members of the General Staff, M. Venizelos consequently called a meeting of the Cabinet. There is also great activity in the Entente diplomatic circles: The British, French and Russian Ministers simultaneously conferred with M. Venizelos last night.

HAIL OF BRITISH SHELLS
AT HOOGE:

Fighting with Bayonets and Fists.

General Headquarters, Aug. 10.
Yesterday's action at Hooge was a really good success, with slight casualties to ourselves, heavy damage to the enemy, and a gain of ground which has not only given us back what we wanted of our old line, but has strengthened it by an advanced position on the left.

The Staff must be given credit for the skilful preparation of this blow, which has redeemed the loss inflicted upon our troops on July 30, but the honour belongs most, of course, to those gallant men who were given the duty of taking the trenches.

They were helped enormously, as usual, by our artillery, which did the preliminary work, smashing the enemy's defences by a concentrated fire of terrific intensity. Many Germans died under this storm of shells, which burst continuously over their earth-works, but what will hurt their generals' pride more than this loss of life—they seem to be callous of casualties—is the destruction of at least eight of their machine guns, apart from the two which we captured intact.

Our infantry attack which followed the artillery assault and

took place behind its screen was one of those swift, sanguinary episodes which prove the grim purpose of our men when once they have the chance of looking their enemy in the face. Among the litter of broken trenches and dead bodies they found living men not willing to surrender, and in the pale light of yesterday's dawn these British battalions fought with bayonets, butt-ends, and even with their fists, until after a few minutes no German was left alive there unless he flung up his hands. There were about 160 of them who escaped as prisoners of war.

For the rest of the day the enemy tried to prevent our position from being consolidated by flinging out a vast quantity of shells, which were answered by our own guns, so that for miles around the air was shocked by this great racket of explosions by massed artillery.

Part of the captured trenches was so battered as to be untenable, and our line was established somewhat in rear of this area of death. But we held all the ground we had set out to take, and so far the enemy has not really dared to make a counter-attack with his infantry. Comparative quietude has settled down over this distressful district, and the men, who carried out the advance with splendid fearlessness, are now resting with the fine satisfaction which rewards a good piece of work successfully done and at not too great a cost. *The Times.*

COMMERCIAL.

SHARE REPORT.

COMPARATIVE SHARE QUOTATIONS.

S.—SELLERS SA.—SALES B.—BUYERS N.—NOMINAL

STOCK.	To-day's Closing Prices	Number of Shares	Par Value	Paid Up	1914. Highest	1914. Lowest	1915. Highest	1915. Lowest	Last Dividend and Date
Banks.									
H'kong & Shanghai Banking Corp.	\$325 1/2	120,000	\$125	all	855 July	700 Oct	830 x div	790 c. div.	22/3- at 1/9 5/16 equal to \$24.21 for 1/2 year 30/6/15
Marine Insurance, Canton Insurance Office, Ltd.	425	10,000	\$250	50	350 Dec.	305 Oct.	425	360	Final of \$4 a/o 1913. Interim of \$18 a/o 1914. Interim of 12 1/2 p.c. for 1914
North China Ins. Co., Ltd.	165	10,000	\$15	25	145 May	133 Jan.	170	160	Final of \$20 and bonus of \$5 making \$25 for 1913 and Interim of \$30 for 1914
Union Ins. Society of C'lon, Ltd.	970	12,400	\$250	100	847 1/2 April	700 Oct.	872 1/2	835	Final of \$15 mak. \$18 for 1913 & Int. of \$3 for 1914
Yangtze Ins. Assoc. Ltd.	\$245 ex 73	12,000	\$100	60	210 April	192 1/2 Jan.	245	225	
Fire Insurances.									
China Fire Ins. Co., Ltd.	\$162	20,000	\$100	20	160 July	140 Oct.	162 1/2	130	\$9 for 1913
H'kong Fire Ins. Co., Ltd.	\$420	8,000	\$250	50	395 Feb.	368 April	420	385	\$27 for 1913
Shipping. (40 cts. h. x the re-)									
C. & M. S. S. Co., Ltd.	\$132	30,000	\$25	all	10 Jan.	5 1/2 Dec.	30 cts.	30 cts.	\$1 for 1906
Douglas Steamship Co., Ltd.	\$39	20,000	\$50	all	36 Mar.	27 1/2 Nov.	91	45	\$4 for year ending 30.6.15
Hongkong, C. & M. S. S. Co., Ltd.	20 1/2	80,000	\$15	all	29 1/2 Jan.	22 Dec.	23	19	Final of 40 cts. making 90 cts for year ending 31.12.14
Indo-China Steam Navigation Co., Ltd.	155 1/2	60,000	\$25	all	79 Jan.	50 Sept.	157 1/2	96	6% on preferred shares and 3% on deferred shares for year 1914
Shell T'port & Trading Co., Ltd.	90 1/2	3,797,610	\$1	all	106 1/2 Feb.	70 1/2 Sept.	80 1/2 x div.	82 1/2 x div.	Final of 5/- (Coupon No 24) making 7/- for 1914
Star Ferry Company, Ltd.	\$35 1/2	40,000	\$10	all	49 Mar.	40 Nov.	37	32	\$1.50 per share and bonus of 40 cents per share for year ending 30.4.15
Refineries.									
China S. Refining Co., Ltd.	\$132	20,000	\$100	all	86 1/2 Feb.	70 Nov.	134	111	\$3 for 1912
Luzon S. Refining Co., Ltd.	\$40 1/2	7,000	\$100	all	51 Jan.	17 Dec.	46	27 1/2	\$3 for 1897
Mining.									
Kailan Mining Admin'n Co., Ltd.	30 1/2	1,000,000	\$1	all	4 1/2 Feb.	33/6 Dec.	33/6	30/-	Interim of 1/- account year ending 30.6.15 (Coupon No. 5.)
Raub-Australian Gold Mining Co., Ltd.	\$3 1/2	200,000	\$1	all	3 1/2 Jan.	1.90 Nov.	4	3.60	1/2 for 1909
Tromps Mines Ltd.	31 1/2	160,000	\$1	all	39 1/2 Feb.	19/6 Nov.	32/6	32/-	1/- interim a/o 1915 paid 12.7.15
Ural Caspian.	40/6	796,566	\$1	all	56/6	21/3			1/- interim 1915
Docks, Wharves and Godowns &c.									
H'kong & K. W. & G. Co., Ltd.	\$79	60,000	\$50	all	89 Jan.	73 Nov.	79	68	\$3.50 for year 1914
H'kong & W'poo D. Co., Ltd.	\$81 1/2	50,000	\$50	all	77 Jan.	53 Oct.	83	57	\$3 dividend for year 1914
S'hai Dock & Eng. Co., Ltd.	60	55,700	t. 100	all	60 July	50 Dec.	63 1/2	49 ex div.	Tls. 3 for year ending 30.4.15
S'hai & H'kew W. Co., Ltd.	92	36,000	t. 100	all	109 Jan.	82 1/2 Dec.	93 1/2	82	Tls. 5 for 1914
Lands, Hotels and Buildings.									
Anglo French Lands	\$112	13,000	t. 100	all	128 July	120 Dec.	94	112	Tls. 6 1/2 for year ending 29.2.14
H'kong Hotel Co., Ltd.	\$112	20,000	\$50	50	128 July	120 Dec.	94	112	\$2.50 for half year ending 30.6.15
H'kong Land Investment Co.	109	50,000	\$100	all	117 1/2 July	98 Nov.	111 x div.	108	\$3 1/2 for year ending 30.6.15
H'phay Estate & F. Co., Ltd.	47	150,000	\$10	all	9 1/2 Jan.	7 Nov.	7 1/2	6.10	45 cents for year 1914
K'loon Land & Building Co., Ltd.	40	6,000	\$50	30	45 1/2 Jan.	44 Feb.	40	40	\$3 for 1914
Shanghai Lands	1105	78,000	t. 50	all	98 Dec.	89 Oct.	106	101	Dividend of 6 p.c. for 1/2 year ending 30.6.15
West Point Building Co., Ltd.	72 1/2	12,500	\$50	all	73 June	66 Feb.	100	70	\$2 for half year ending 30.6.15
H'kong Central Estates	\$100	10,000	\$100	all			100	100	\$4.09 for 7 months ending 31.12.14
Cotton Mills.									
Ewo Cotton S. & W. Co., Ltd.	180	20,000	t. 50	all	138 July	125 May	180	152 1/2	Tls. 12 for year ending 31.10.14
Hongkong Cotton Co.	\$9.00	125,000	\$10	all	84 1/2 Mar.	7 June	9	7	50 cents for 1908
Kung Yik	15.40	75,000	t. 10	all	14 1/2 Jan.	11 Mar.	17	13 1/2	Tls. 1.20 for year ending 30.11.14
Laou Kung Mow	80 1/2	8,000	t. 100	all	110 Feb.	70 May	89	86	Tls. 12 for 1913
Shanghai Cottons in S'hai	140 1/2	40,700	t. 50	all	135 Feb.	70 Nov.	105	96	Div. Tls. 6, Bonus Tls. 4, Extra Bonus Tls. 1, year end'g 30.6.14
Miscellaneous.									
China Borneo Company, Ltd.	\$10 1/2	60,000	\$12	all	12 May	10 Dec.	10	10	.85 cents for 1914
China Light & Power Co., Ltd.	\$4.40	50,000	\$5	all	4.90 July	4 April	4 1/2	4 1/2	6% for year ending 28.2.08
Do. (Spec. shares)	4.40	50,000	\$1	all					
China Prov. L. & M. Co., Ltd.	8 1/2	125,000	\$10	all	9 Jan.	7 Nov.	8.95	8.00	20 cts. for 1914
Dairy Farm Company, Ltd.	\$34	40,000	\$7 1/2	5	39 June	35 Aug.	34	34	\$1.50 for year ending 31.7.14
Hongkong Electric Co., Ltd.	\$9.60	400,000	\$10	all	6.90 Jan.	5 Dec.	9 1/2	6.70	50 cts. for 1914
Hongkong Ice Co., Ltd.	\$183	50,000	\$10	all	49 Jan.	36 Nov.	44 1/2	39	\$2.00 per share for 1914
Hongkong Rope Mfg. Co., Ltd.	\$31	6,500	\$25	all	21 1/2 July	17 Dec.	185	184	Interim of \$2 account 1915
Hongkong Tramway Co., Ltd.	5 1/2	325,000	5/-	all	13 1/2 July	7 Feb.	5.25	4.80 x div.	Interim of 1/2 for year ending 30.6.15
Langkats	5.37 1/2	250,000	g. 10	all	64 1/2 Mar.	28 Dec.	42	36 1/2	Interim of T. 1 making T. 2 8/6 1/2
Peak Tramway Co., Ltd. (Old)	\$9.60	25,000	\$10	all	10 1/2 Jan.	9 1/2 June	10	9	70 cts. on fully paid shares and 7 cts. on 1/2 paid shares for year ending 30.4.15
Do (New)	80 cts.	50,000	\$10	\$1.	93 cts. Jan.	75 cts. Dec.	81	30 cts.	
Philippines Ltd.	\$4	75,000	\$10	all			4	4	None
H. Price & Co., Ltd.	\$5	12,000	\$10	10			5	5	\$1.50 for 1910
Societe des Pulpes et Papier	\$20	13,200	\$50	all			20	20	None
Steam Laundry Co., Ltd.	\$3 1/2	20,000	\$5	all	5.00 June	4 Nov.	3 1/2	3.00	25 cts. for year ending 31.5.15
Union Water-boat Co., Ltd.	\$16	27,723	\$10	all	22 1/2 Feb.	17 Jan.	18	16	\$1.00 per share for year ending 31.12.1914
Watson and Co., Ltd.	\$6.85	90,000	\$10	all	8 1/2 April	6.90 Dec.	6.90 x div.	6 1/2 x div.	60 cts. for 1914
William Powell, Limited	\$6 1/2	21,000	\$7	all	9 1/2 Jan.	6 1/2 Dec.	7	6	50 cts. on old shares and 25 cts. on new year shares for year ending 30.6.14
S. O. Morning Post	\$29	6,000	\$25	all	30 June	92 Dec.	29	29	\$1.50 for 1914

WRIGHT & HORNBY.

Share and General Brokers

6, Des Vieux Road Central. Tel. address, Rectitude.

CORRECTED TO NOON, SEPT. 23, 1915.

ANY SUBSEQUENT ALTERATIONS WILL BE FOUND IN "UP TO THE MINUTE SHARE MARKET NEWS." THE TELEGRAPH DOES NOT HOLD ITSELF RESPONSIBLE FOR ANY OF THE ABOVE QUOTATIONS.

EXCHANGE.

Sept. 23rd.

Selling.

T/T Bombay 1/9 5/8

Demand 1/9 11/16

30 d/s 1/9 1/4

60 d/s 1/9 33/16

4 m/s 1/9 17/3

T/T Shanghai 78

Private 30 d/s eight

T/T Singapore 77

T/T Japan 86 1/4

T/T India 135 1/4

Demand India 135 1/4

T/T Bombay 135 1/4

T/T Calcutta 135 1/4

Demand Calcutta 135 1/4

T/T San Francisco 135 1/4

Demand New York 42 5/8

T/T Java 107 3/8

T/T Manila 107 3/8

T/T Marks 107 3/8

Demand Germany 2.46 1/2

T/T France 2.46 1/2

Demand Paris 2.47

On Haiphong 8 1/2 % prem.

On Saigon 8

On Bangkok 8 1/2

Buying.

4 m/s L/C 1/10 1/4

4 m/s D/C 1/10 3/8

6 m/s L/C 1/10 1/2

30 d/s Sney & M. 1/10 1/2

30 d/s San Francisco & N.Y. 44

4 m/s Marks 107 3/8

4 m/s France 2.57 1/4

6 m/s France 2.62 1/4

Gold Leaf per oz. \$59.70

Sovereign ready 23 3/4

Bar Silver ready 23 3/4

forward

SUBSIDIARY COINS.

Discount per \$100:

Chinese 20 cts. pieces \$19 1/4

Chinese 10 cts. pieces \$19 3/8

Hongkong 20 cts. pieces \$19 3/4

Hongkong 10 cts. pieces \$19 5/8

NOTICE

NY CARLSBERG BEER.

The world famous DANISH brew, for years known as the finest Beer specially brewed for the Far East.



IT'S PURE.
IT'S CLEAR,
IT'S CHEAP,
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THIS
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ANY KIND
OF
WEATHER

IT'S BREWED
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BREWERY
COPENHAGEN
DENMARK
AND
IS OF
GENUINE
DANISH ORIGIN

Can now be obtained from all hotels and Comprodores; and from
DONNELLY AND WHYTE.
TEL. 636

BANKS

INTERNATIONAL BANKING CORPORATION

HEAD OFFICE: 60, Wall Street, New York.

LONDON OFFICE: 36, Bishopsgate, E.C.

BRANCHES: BOMBAY, LONDON, CALCUTTA, MANILA, CANTON, PANAMA, CEBU, PEKING, COLON, SAN FRANCISCO, HANKOW, SHANGHAI, HONGKONG, SINGAPORE, KOBE, YOKOHAMA.

CAPITAL PAID-UP \$3,250,000

RESERVE FUNDS \$1,200,000

(U.S. Gold) \$7,370,000

All kinds of FOREIGN & LOCAL BANKING BUSINESS transacted.

CURRENT ACCOUNTS opened and FIXED DEPOSITS received at rates to be ascertained on application.

N. S. MARSHALL, Manager.

Hongkong, 22nd Oct. 1914

BANKS

HONGKONG & SHANGHAI BANKING CORPORATION

Paid-up Capital \$15,000,000

RESERVE FUNDS: Sterling \$1,500,000 at 21/-

\$15,000,000

Silver \$18,000,000

Reserve Liability of \$33,000,000

Proprietors \$15,000,000

COURT OF DIRECTORS: Hon. Mr. D. Landale, Chairman.

Hon. Mr. W. L. Pattenden, Esq., Deputy Chairman.

Hon. Mr. H. Dodwell, Esq., G. T. M. Edkins, Esq., C. S. Gubbay, Esq., P. H. Holyoak, Esq., J. A. Plummer, Esq., Hon. Mr. E. Shallice, CHIEF MANAGER.

Hongkong—N. J. Stabb, MANAGER.

Shanghai—A. G. Stephen, London Bankers—London County and Westminster Limited.

Hongkong—Interest Allowed: On Current Account at the rate of 2 per cent. per annum on the daily balance.

ON FIXED DEPOSITS: For 3 months, 2 1/2 per cent. per annum.

For 6 months, 3 1/2 per cent. per annum.

For 12 months, 4 per cent. per annum.

N. J. STABB, Chief Manager.

HONGKONG SAVINGS BANK

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION.

Rules may be obtained on application.

INTEREST on deposits is allowed on the minimum monthly balances at 3 1/2 per cent. per annum.

Depositors may transfer at their option balances of \$100 or more to the Hongkong and Shanghai Bank to be placed on FIXED DEPOSIT at 4 per cent. per annum.

For the Hongkong and Shanghai Banking Corporation, N. J. STABB, Chief Manager.

THE MERCHANTS BANK OF INDIA LIMITED.

Head Office 15, Gracechurch Street, London.

Authorized Capital \$1,500,000

Subscribed 1,125,000

Paid Up 865,500

Reserve Fund 500,000

BANKERS: The Bank of England, The London Joint Stock Bank, Limited.

BRANCHES

Bombay, Calcutta, Colombo, Delhi, Galle, Hongkong, Howrah, Kandy, Karachi, Kota Bharu, Kuala Lumpur, Madras, Penang, Rangoon, Shanghai, Singapore.

HONGKONG BRANCH

Every description of Banking & Exchange business transacted.

Interest allowed on Current Accounts at 2 per cent. per annum on Daily Balances; and on Fixed Deposits at rates which may be ascertained on application.

G. CHAMBERLIN, Acting Manager.

OPIUM QUOTATIONS.

Feb. 25

Malwa, New 40,100 per 100

Malwa, Old 3,200

Patna, New 9,325 per 100

Patna, Old 9,200

Benares, New 9,050

Benares, Old 8,950

THE ALEXANDRA CAFE

Cannot be Beaten, if Equalled

For Bread Cakes, Confectionery and meals with Wines & Liquors.

